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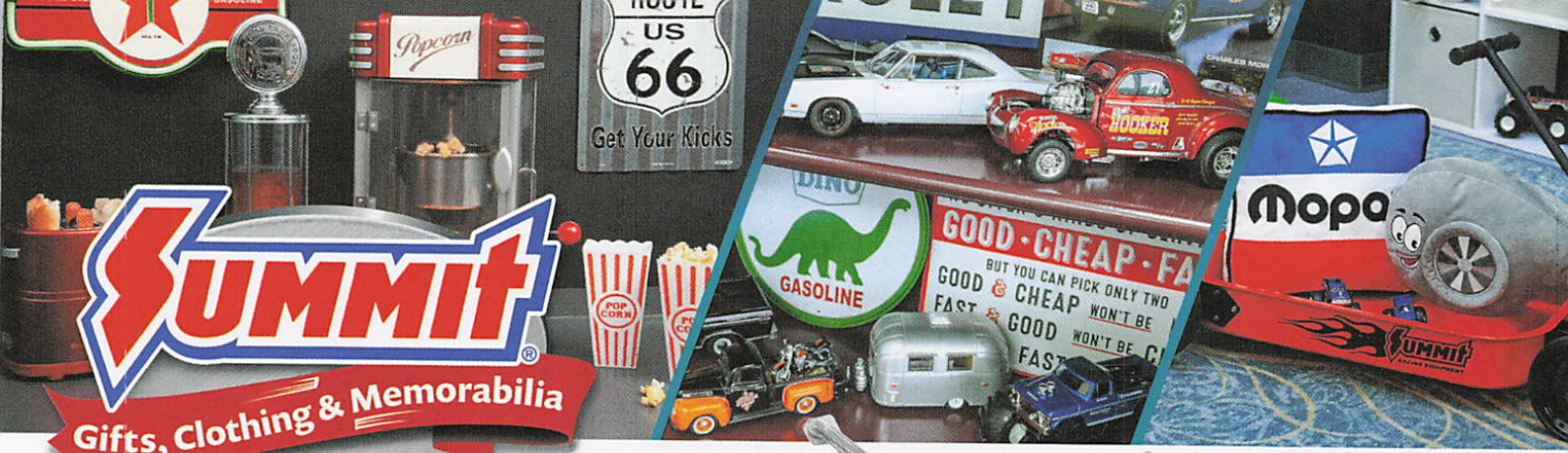

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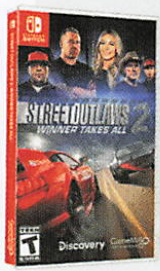

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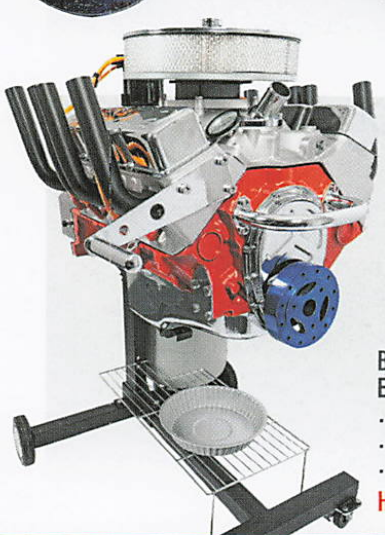

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LETTERS & EMAILS FROM OUR READERS

Ol' Skool Rodz,

You guys do a great job on your mag and I just wanted to thank you for doing the layout on the Tiki T in issue 106.

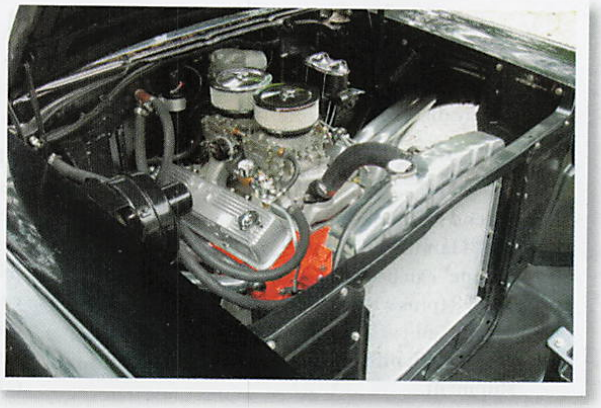
-Johnny Belair
Owner of the 1923 Ford Model T
Featured in OSR #106

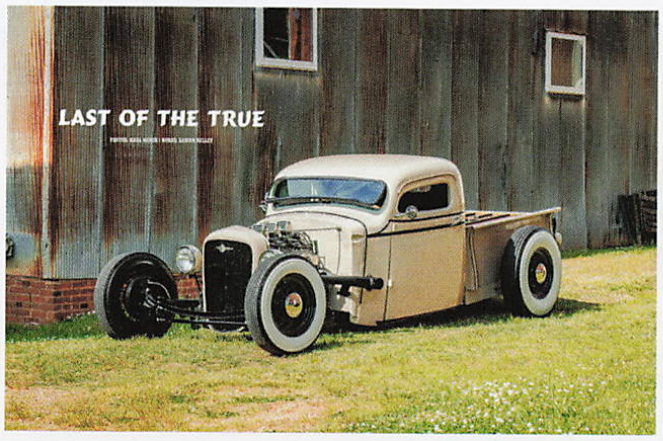
Shelby,

My name is Doug, I am a relatively new subscriber. Thank you for the best print publication available. Attached are a few pictures of a '57 Chevy that I was tasked with putting back on the road.

Dennis and Marcie Williams own this car. They originally built this car in 1971 with Marcie's brother Ray. With one baby on the ground and one on the way, in their teens and twenties, the budget was limited. They added a dropped straight axle from a '58 Suburban, flipped the rear end, used a 283 from an Impala, and a Saginaw 3 speed. The car was parked in '89. Ray has since passed on and Dennis wanted to get the '57 back on the road. I put in the 11:1 solid roller 383 small block with a pair of Carter carbs from a 409 Impala, added fender well headers, and a Muncie 4 speed. The suspension remains as built, just cleaned up and tuned up. A few upgrades for safety like front disc brakes, drive line loop, and a new fuel system were necessary. ET 5 spokes with 295/50/15 and 215/70/15 give the car the right look and stance. I have been building model cars like this since I was ten. It was an honor to be a part of getting a survivor axle car back on the road.

Take care,
Doug Schultz





Wow! The magazine is beautiful and the article and pictures are epic. Thank you so much for the opportunity and exposure. You all do great work. Thanks again!

-William Gaddy
Owner of the 1936 Chevy Truck,
Featured in OSR #114

correspondence:

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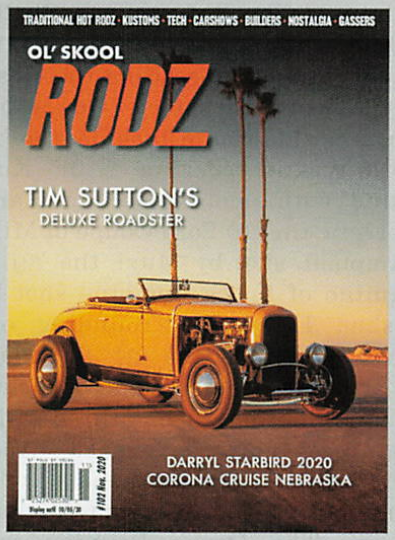
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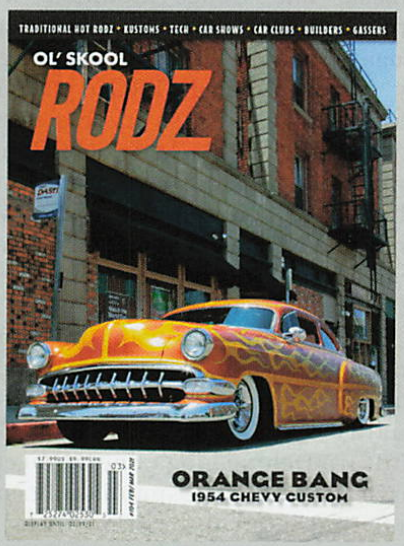

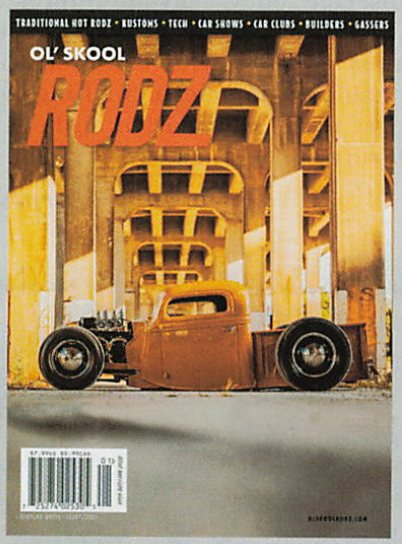

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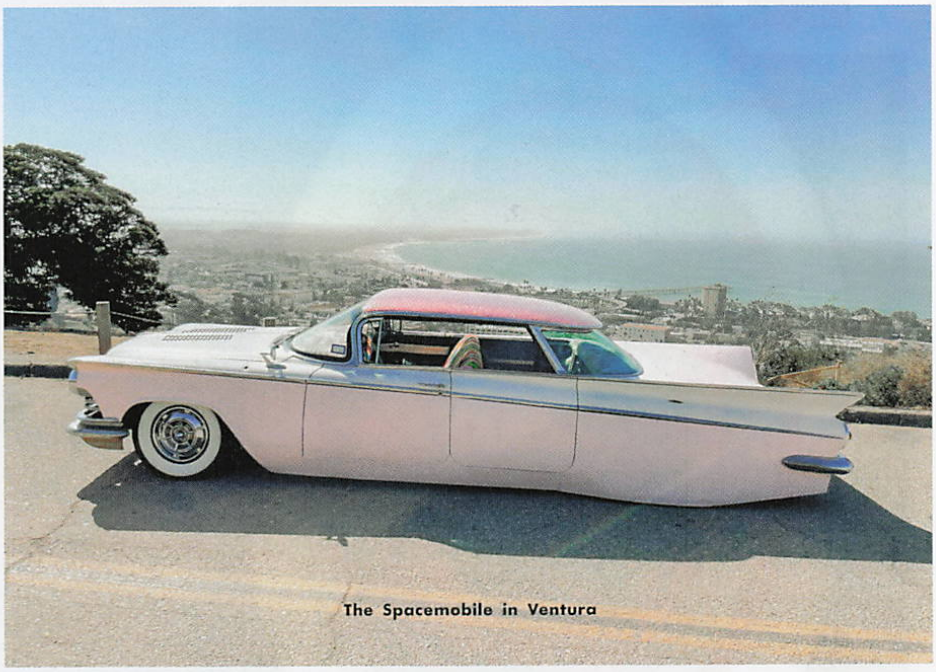
See You At West Coast Kustoms Cruisin' Nationals

BY MURPHO, PUBLISHER



The Spacemobile in Ventura

After a long, hot summer, I believe the Texas heat is about to take a turn for the best and fall will finally be upon us. A much-needed reprieve as it's been a tough one this year. We want to make special mention of the passing of legendary Hall of Famer Pat Ganahl and send our best to the Ganahl Family for their loss. Pat was a true trailblazer and left such a mark on the hotrod community – he will be very missed.

We popped over to the west coast for the Ventura Nationals over Labor Day weekend and had the chance to see lots of friends and kick it Ol' Skool at the Ventura fairgrounds in SoCal. Aaron and Holley put on a killer show this year, with hot rods and kustoms coming in from all over. At the end of the month we switch gears and head east to the Jersey shore to attend TROG. We are excited to attend this year's event and cannot wait to bring you fresh content for an upcoming issue.

Meanwhile here at Murpho's Rods and Customs, we continue to press on our hot rod and kustom builds. The Spacemobile is still on the streets cruising and continues to get lots of love as we move closer to going from daily driver to full kustom. We are also pushing hard on the heavy workload of kustomizing El Matador, the radical kustom '52 Chevy Pickup owned by Roy Varga. We can't wait to bring it out for its debut sometime in 2023. The '51 Chevy Fleetline radical kustom owned by Dale Walton, Sr. is coming along super nice and will also debut out of the shop sometime in 2023. Stay tuned as we continue to update you on our car builds @murphosatx on Instagram or Murpho's Rods and Customs on Facebook.

Our Rodcast is also continuing to flourish and gain traction. We thank all of you for your support and kind words about our show. If you haven't tuned in yet, you can listen to season two of the Custom Kulture Rodcast on all major podcast platforms, including Apple Podcasts and Spotify. We have links on our Instagram page, @CustomKultureRodcast where you can check out our behind-the-scenes photos and clips. A video version of the podcasts are also available to view on the Murpho's Rods and Customs YouTube Channel - go check it out y'all.

Our current issue looks spectacular, we have been so impressed with our new printer! We are also very proud to have Stacey Gann's awesome '29 Ford Model A Roadster grace our cover - it is just stunning! Shot by our own Shelby Gould, we are sure you will love the photos and enjoy reading the close-to-the-heart backstory. Our other features this round include: the '33 Ford Pickup truck of "Tall" Kurt Mund with photos shot by Maria Herrera, the '30 Ford Coupe of Mike Campbell, shot by Mitzi, the '59 El Camino of Bruce Combine shot by Joshua Elzey, and rounding our coverage out is the '37 Plymouth of Scott Bryan also shot by Joshua Elzey. This month has three killer features, including Speed Week 2021 by Mitzi Valenzuela with contributing images from Michael Mossi. The Deuce Reunion was brought to us by show organizer, Roger Gonzalez with images by Ryder Buford. TROG 2021 by Joshua Elzey is also in this issue. An excellent Tech Article on Gauge Panel Fabrication comes from Luke Merrill of Tinman2Kustoms. We hope you enjoy this one; it has been a true labor of love from all of us here at Ol'Skool Rodz!

In closing, we want to thank you again for your continued support of our efforts to bring you quality Ol' Skool Rodz and Car Kulture Deluxe magazines. You can go to www.murphospublishing.com and find our subscription links to subscribe today. Anyone interested in sponsoring our advertising on any of our platforms can reach out to shelby@murphospublishing.com to get more information on how to get started.

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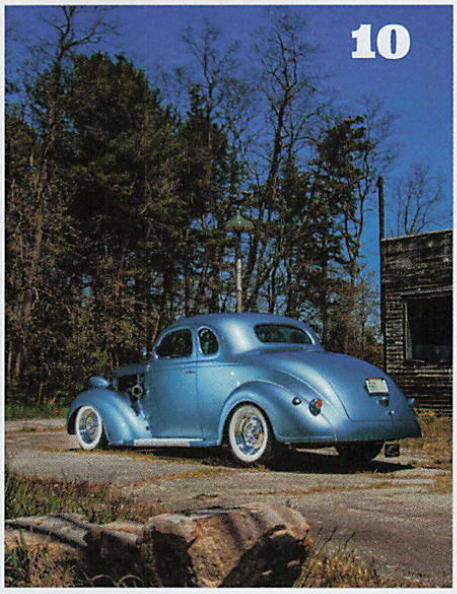
Shelby, Stacey, & Sarah at Ventura Nationals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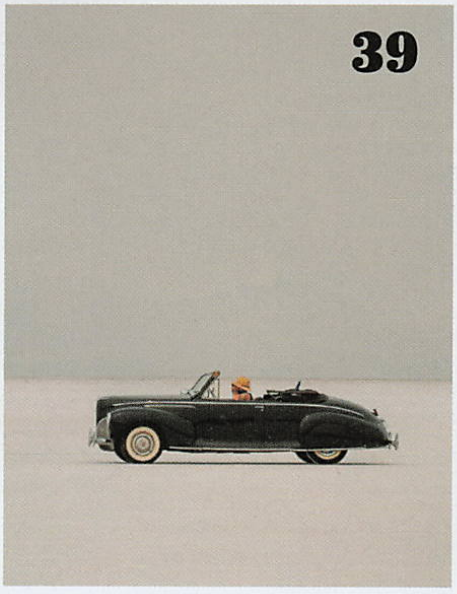
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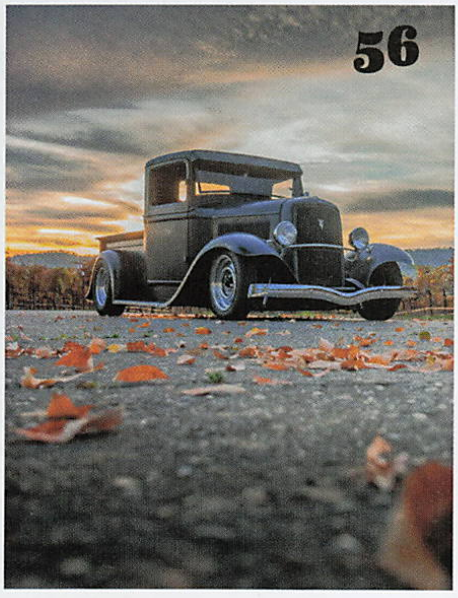
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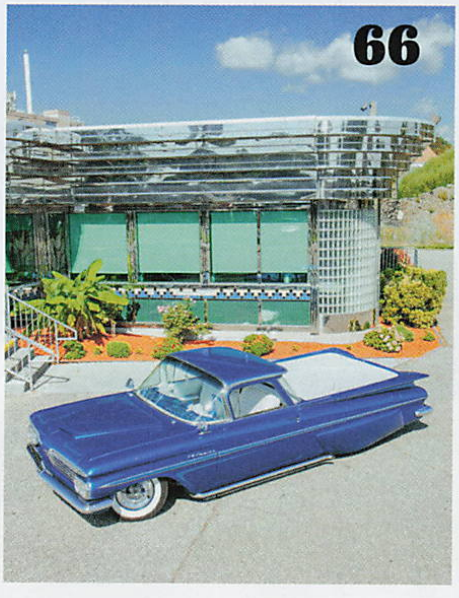
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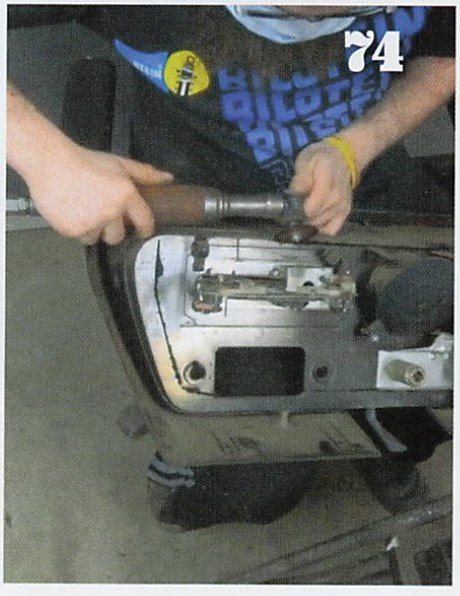
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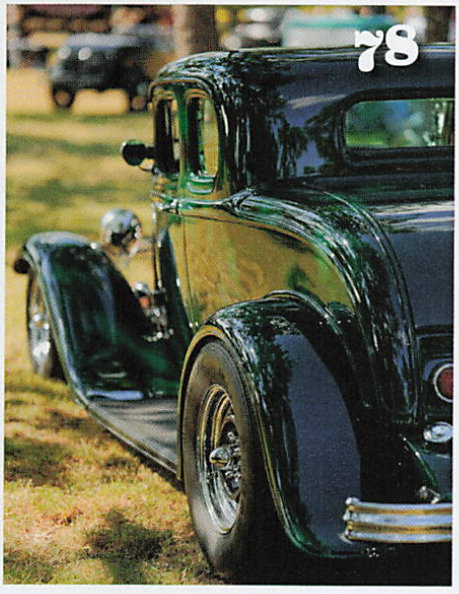
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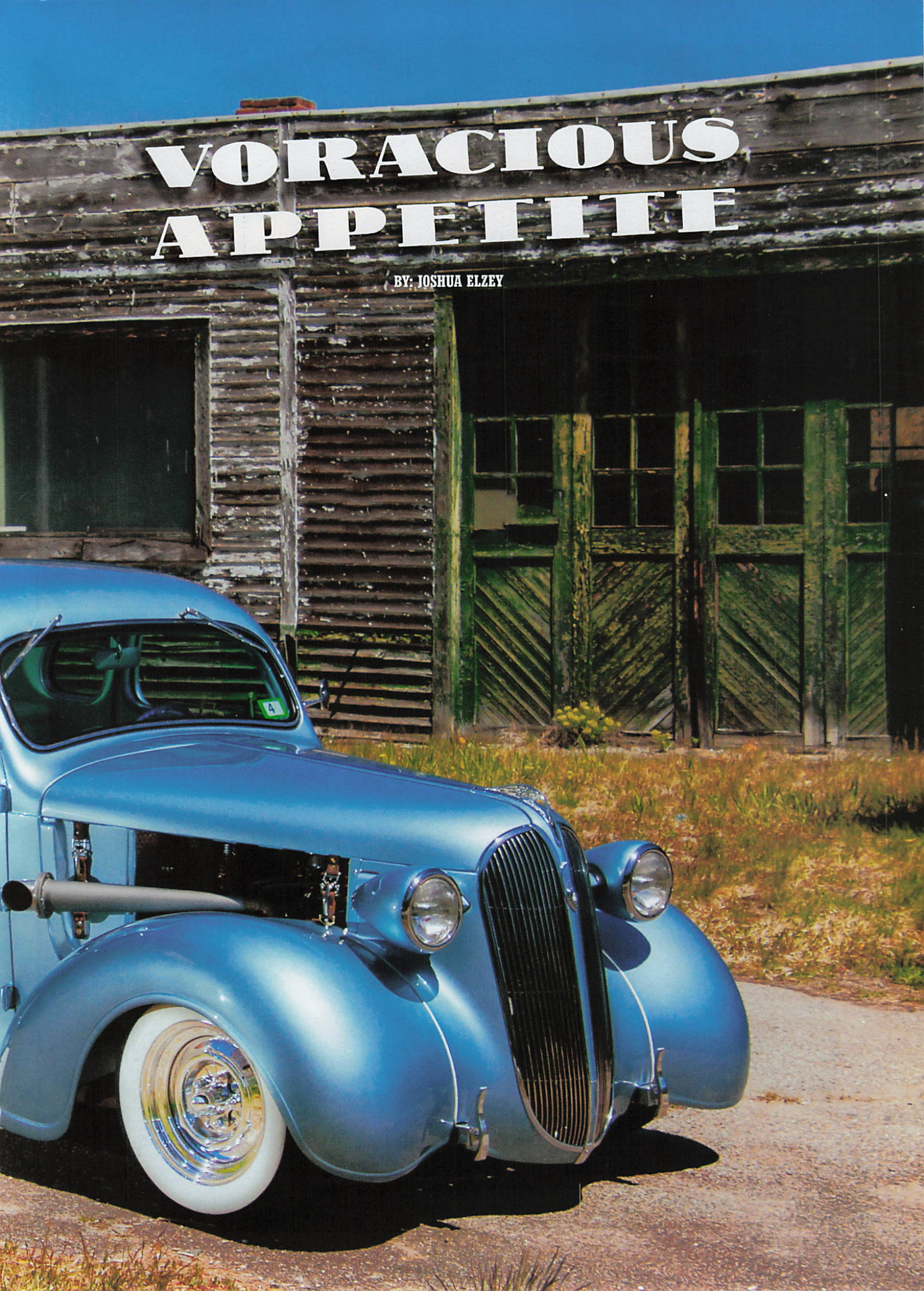
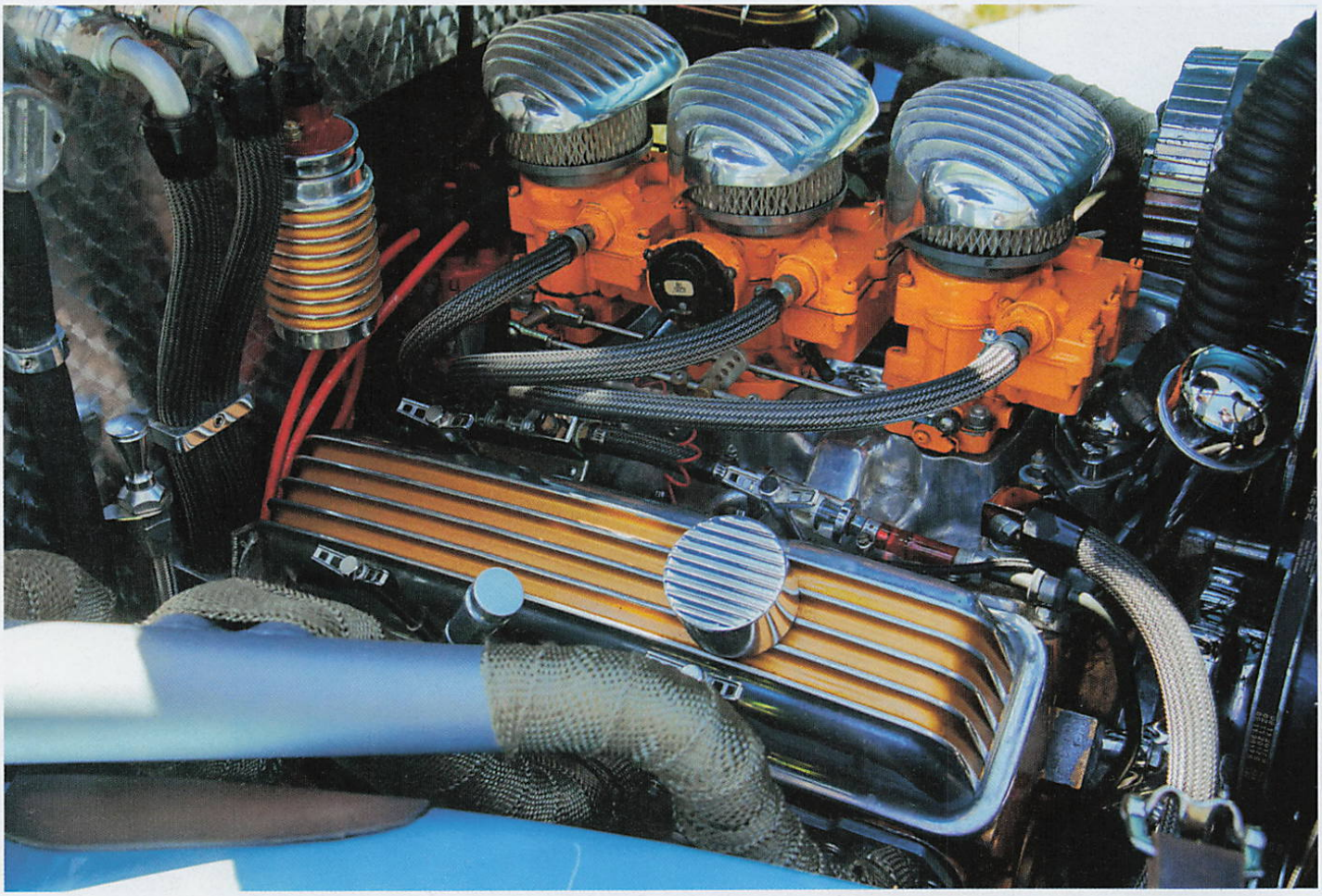
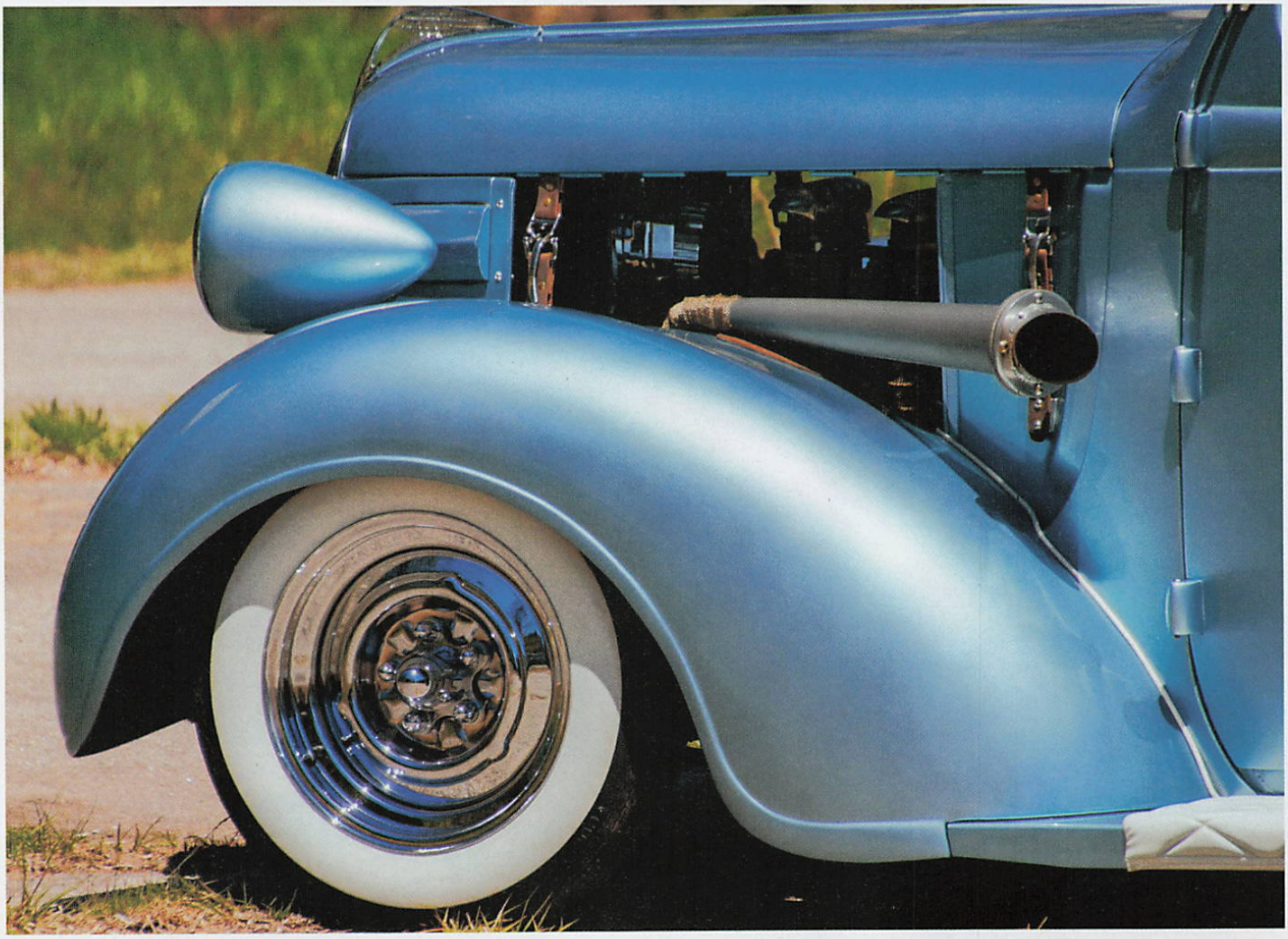
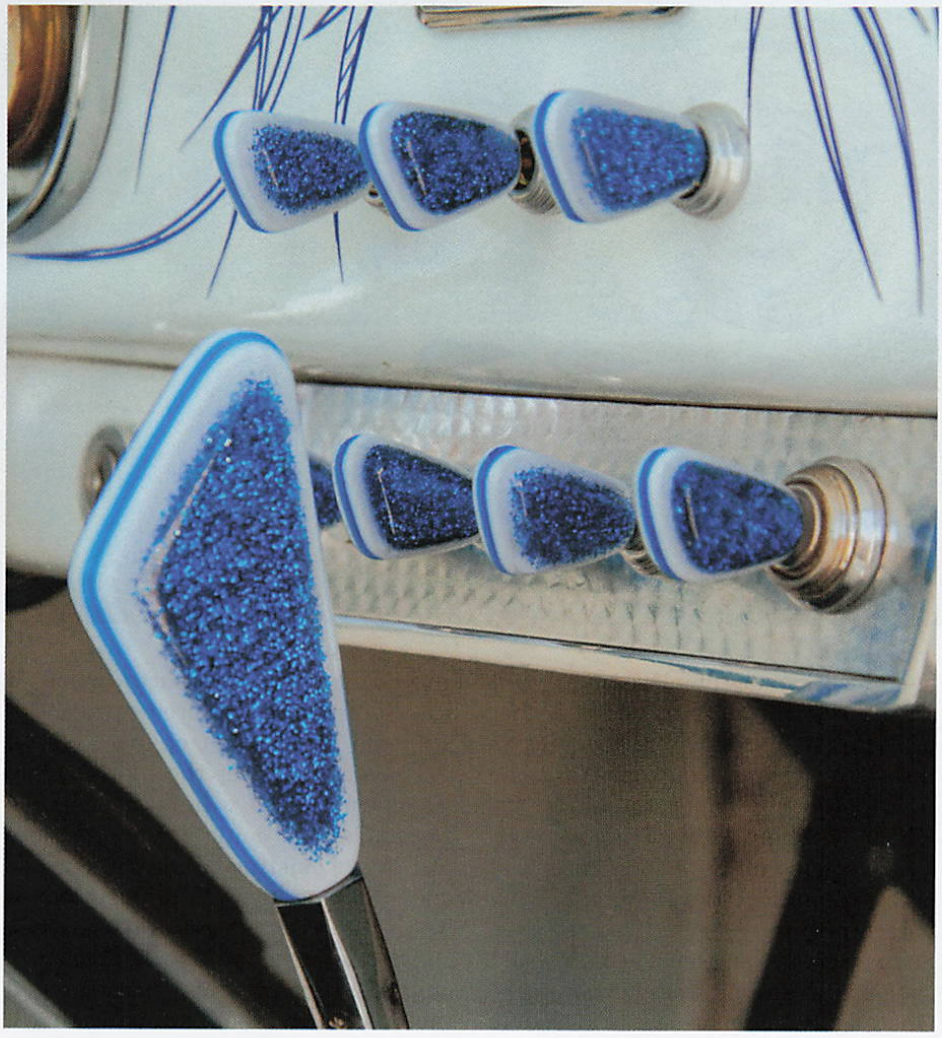
VORACIOUS APPETITE

BY: JOSHUA ELZEY









When Scott Bryan out of New Hampshire was in third grade, he looked at his first Hot Rod Magazine and was instantly hooked. Many years later, after he saved up some cash from his first job as a dishwasher and turned 15, he was eager to find his first hot rod. Since the movie 'Christine' was an all-time favorite of Scott's, he dreamed of a '58 Plymouth Belvedere. With the help of his dad, Scott looked at about a half dozen cars, including a '57 Chevy and '34 Ford PU. A '69 Camaro almost made it home until they stumbled across two coupes for sale. One was a '39 Ford already chopped on a rolling chassis, and the other was a '37 Plymouth Deluxe Coupe body on a rolling frame. The Plymouth was within his budget, so they trailered it home and rolled it off into the backyard under a giant oak tree.

Under the acorns, Scott started working on the project with a body on a stock frame and no motor or front fenders over the original straight axle. Not concerned with a build timeline, he was planning on building the Plymouth with a modern 80s billet

style that was all the rage at the time and splashed across every magazine. One bonus of purchasing the '37 was that it came with all the chrome hood ornaments, moldings, grill, tail light bezels, and door and trunk handles recently re-chromed! This limited any setback and the need for more cash for hard-to-find parts.

Scott worked on the project on and off for many years before he finally finished it 35 years later. He would work on it, then lose interest for a while, usually moving on to another project. The car had many homes as the years went by. It went from one tree to the next until the early 90s when, with the help of his dad, he took the body off the frame and put it on a custom cart that had lent many fond family memories. This is when Scott welded in the Fatman front suspension and addressed the frame. Once again on pause, it traveled to another state further north, where it was housed in a sheltered garage. Not only did its location change, but so did Scott's ideas for the final design. At one point, he wanted a 60s-style gasser, but he could never find any pictures of existing builds to reference for guidance, which almost led to him selling the '37 out of frustration. However, an image finally appeared, changing everything. It cemented the 60s hot rod look, knowing that it

all came down to the wheels, tire size, and stance to make or break this style.

The mechanical work was actually the easiest for Scott since his dad had been in the trade his entire life, teaching him as he worked on many of his own builds. In the late 70s, Scott remembers being six years old, witnessing a mid-60s van getting built in the garage with custom paint. The challenges Scott anticipated were the headers look, seen on many early 30s coupes but rarely later, the fat fenders, the paint job, and the upholstery. The headers were first, knowing this modification would be a focal point of the build. These were made by Scott and complemented with leather hood straps.

Scott took on all the bodywork, replacing the numerous rotted-out panels before sanding and prepping for paint. He only had a little experience with single-stage flat paints from a few of his other cars, so he decided to take on a base and clear coat. Scott was a nervous wreck laying down the base but realized during the clear stage that it wasn't too bad. But limited by space, he had all the fenders, hood, trunk, and grill shelled out in a homemade plastic tent during pollen season in mid-May. Needless to say, the pollen stuck to the clear, making the paint look as if it were permanently covered in dust particles. Scott picked a section

to wet sand, making sure not to go through the clear, which seemed to work. After 35 hours of wet sanding and buffing, he finally had his first real paint job, and it looked really nice. Chrome OEM wheels with bias ply whitewalls would perfectly match the paint and expected interior, accenting the traditional 60s show car style.

Having bought a pre-sewn vinyl headliner off the internet, Scott also decided to try to install this himself. There was no interior in the car yet, and the metal structures behind the back seat had been removed, so Scott fabricated it based on web images, which he was able to pull off with the help of a friend. To push the comfort level even further, he decided to go with a full white interior with a touch of class that Justin Fogg stitched for Scott, including the running boards!

The Plymouth was well received when it debuted this summer. Scott was pleased, having done most of the work himself, right down to the dash knobs and engine-turned firewall! Having lost track of how many hundreds of hours he put into the car over the past several decades, it's now time to do the same, but this time while covering miles of asphalt!

▪ OSR ▪

TECH SHEET

OWNER:	Scott Bryan	**VEHICLE:**	1937 Plymouth P4 Deluxe Coupe	**SUSPENSION FONT:**	Fat Man Independent	**TRANNY:**	Turbo Chevy 350	**WHEELS:**	The Wheel Smith Chrome OEM, F15x5 R15x6
LOCATION:	Newton, New Hampshire	**ENGINE:**	Chevy 350	**SUSPENSION REAR:**	Leaf	**REAR END:**	8 3/4 Mopar 3.23 gears	**TIRES:**	F560 15 in bias ply R670 15

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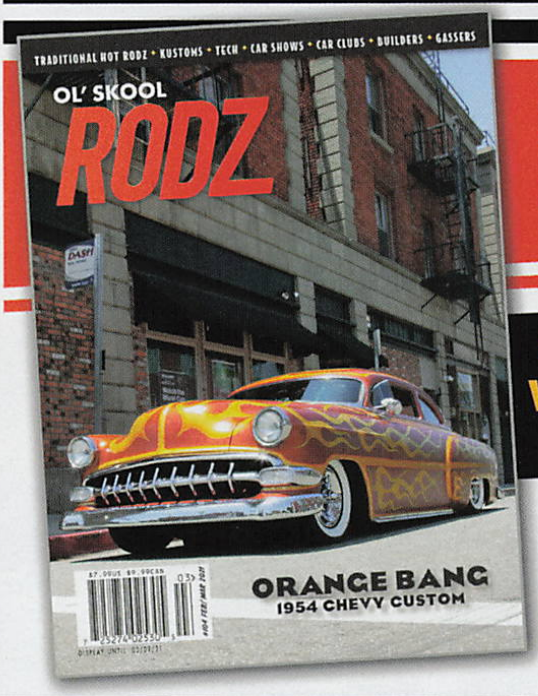

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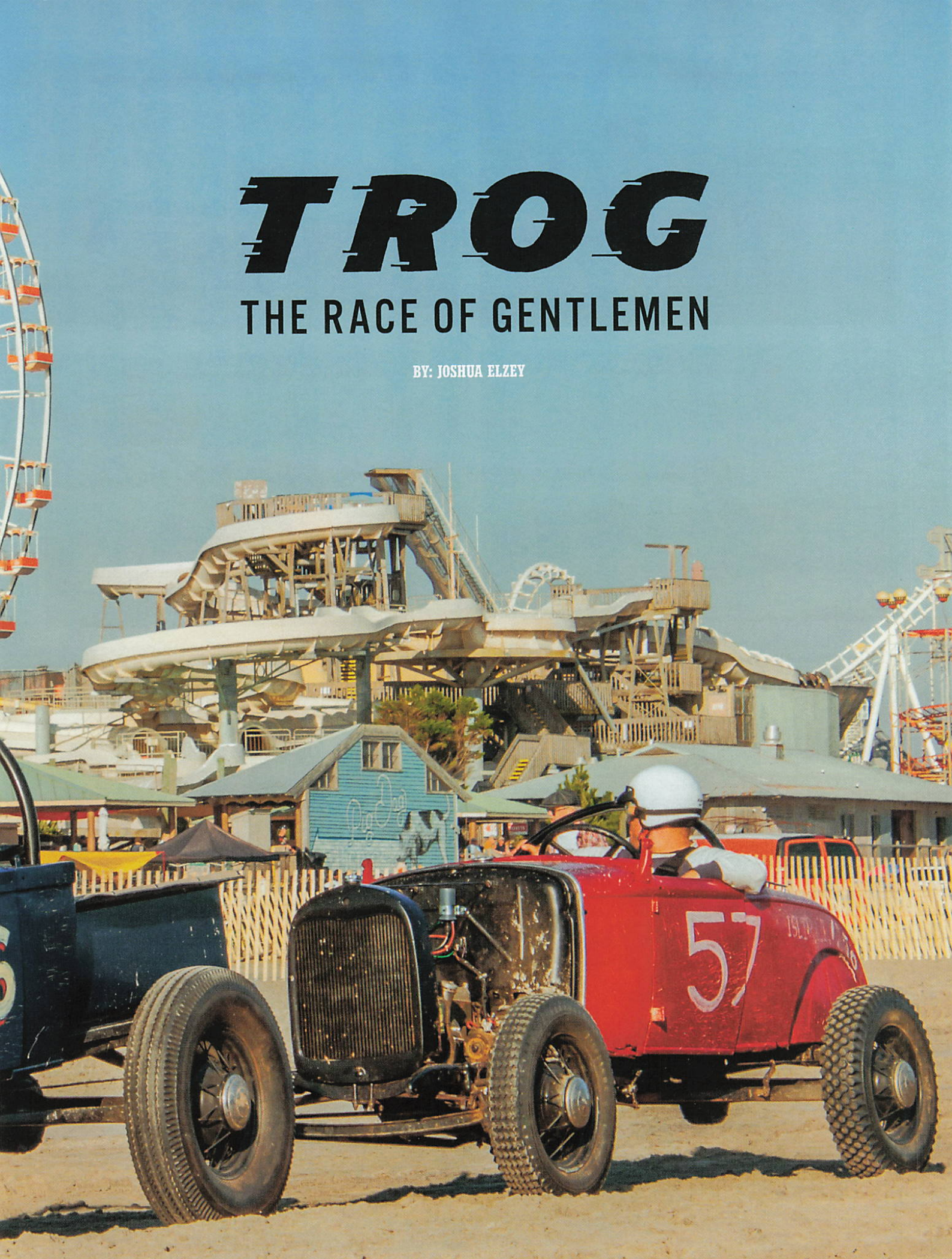
GENUINE

TROG

THE RACE OF GENTLEMEN

BY: JOSHUA ELZEY



Maggie (NY) leaving the beach pit area near the race track in a nice 1929 'banger' RPU!

Hondo's Model T vintage dragster ripped down the sand!

Chris (OR) takes on Jerry (WA) for a west coast matchup.

Conforth built cars grudge match!

Local Alejandro with a 59AB flathead '31 coupe

Millworks Hot Rod chromed '31 being flagged to race!

Two '32's out of PA by Nick and Andrew head to head.

Mr. Kramer (PA) just behind in his flathead banger.

Heavily chopped '33 Ford raced by South Omaha Speed (NE).

'27 Tudor had a motor swap this year from the Y-Block to a flathead.

Ford 5W with a flathead in line to race!

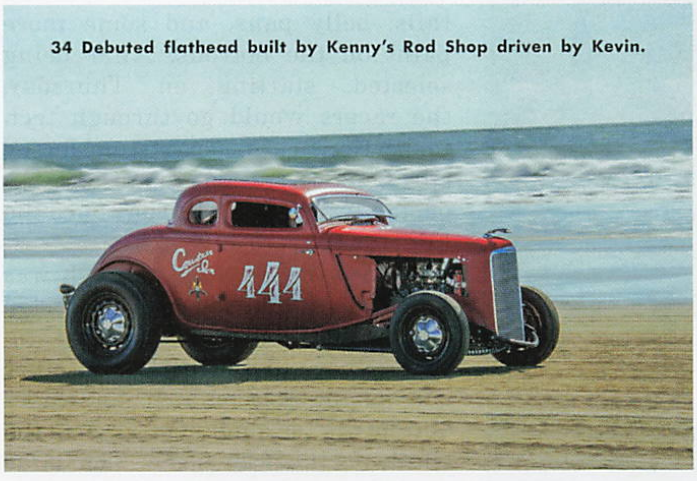
With 2020's cancellation due to COVID, 'The Race of Gentlemen' event known as TROG was eagerly awaited to see if it would be on for 2021. With great excitement, it was announced that the 2021 event would take place the first weekend of October, and many started to make plans to attend. This would be no small feat for some due to looming restrictions, especially for those coming from outside the US. This event would mark its 9th year, and for many, it brought back fond memories of some of the more low-key and culture-friendly races from the first year. So once again, Mel and the Oilers set up the beach at Wildwood, NJ, with tons of supporters ready to see some vintage tin hit the sand!

Tech kept to the stricter rules put in place requiring roll bard and approved helmets while maintaining the same entry requirements from previous years for pre-1953 speed equipment on the pre-1935 autos and pre-1948 on the motorcycles! Entries ranged from coupes to roadsters, single seaters to rear engine, and chopped to chrome as the host sifted through applications looking for a good mix of period-correct racers. Several new racers were sporting rails, belly pans, and some more paint on the hotrods. After being selected, starting on Thursday, the racers would go through tech inspection in a lot across from Jersey Girl Kitchen and Bar in anticipation of starting to race Saturday once the tide was cooperating.

The same lot used for tech was the location to be all week! It hosted an amazing swap meet providing era-correct hard-to-find parts and other automobilia to stretch anybody's wallet and shrink the amount of space in the trunk on the way home. The same area was used for tech staging, where racers could prep, repair, or further mod after hours when they weren't on the sand and have the necessary meetings for information. It also was an excellent location for attendees of the 'Customs by the Sea' customs held on the beach sand outside the TROG race and the "Night of the Troglodytes" 60s-styled choppers exhibit held at the nearby Bonita Hotel. This meant a lot less walking to hang out with friends, wrench, and check out some cool rides up close and personal.

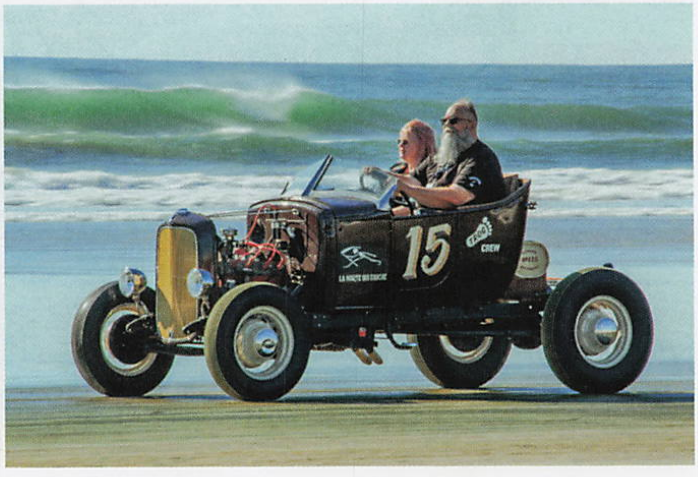
Alarm clocks weren't necessary Saturday morning as all the engines fired up to stage in the tech area and began the parade onto the beach. After a few practice runs, the race went full steam ahead with packed stands and dunes of enthusiasts! Warsteiner and Hagerty were sponsoring again, and there were other familiar tents, such as the infamous American Hot Rod Foundation. Just behind them this year was a race track set up for the kids to race throughout the day, drawing quite a few smiles! Many noted several more flag girls to cover the number of grudge matches on the sand! The tides played nice this year which is always more in the interest of the vintage bikes. However, it did come in earlier than previous years ending the fun at the beach around mid-afternoon, but that just meant having more fun at the tech area or even on the boardwalk at the waterpark. The evening ended with a bang as the beach party commenced with a large bonfire under the glow of the neon boardwalk signs and to the tunes of several bands.

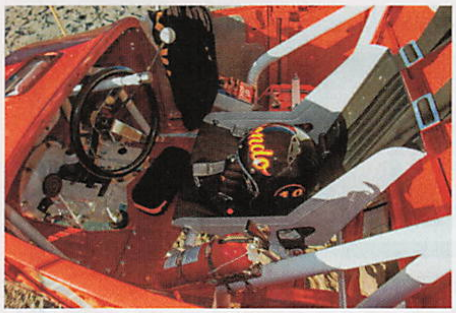
The final day is always reserved for more exhibition racing and, of course, brackets! The previous day weeded out the few who couldn't survive and had

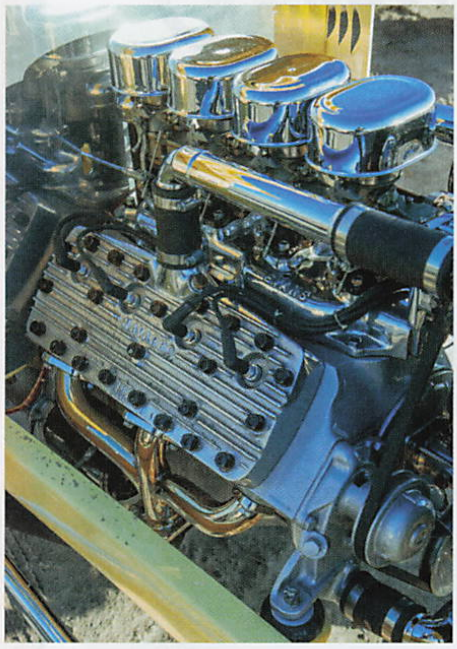


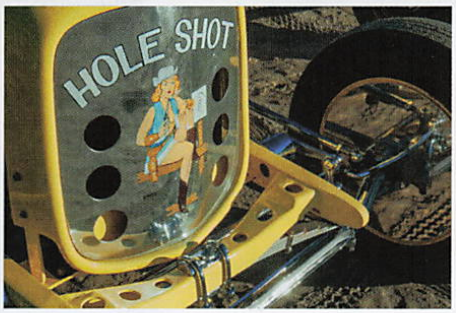
34 Debuted flathead built by Kenny's Rod Shop driven by Kevin.

Baye's V8 Class winner with Wagner's handmade 'Rouster Roadster'.









to be towed by the Vintage wreckers or tractor on hand. Jeremy Baye's Dodge, housing a 286 Flathead rear engine out of NY, won the V8 class once again but had several racers giving him a run this year! Conworth's 88-modified sprint car took the banger class driven by Jon Centy, just barely taking out the previous winner Patrick Cronin. The checkered flag waved for each race, signaling the start by jumping in the air for the pairs of motorcycles and autos alternating as staged by the marshals. With the weather cooperating, track downtime pretty much didn't exist, and less grooming was required resulting in tons of runs for spectators. The competitive edge kicked in, resulting in some crazy action, much to the crowd's excitement.

This year Cornfield Customs' Mike Wagner brought a stunning contender out of Ohio dubbed the 'Rouster Roadster.' Hondo Elicerio came with a standout bright red rail wrapped up just in the nick of time, while one couldn't miss the Conforth '29 Yellow Tudor again this year. This year's event was full of new memories that were much needed! Check out https://www.theraceofgentlemen.com/ for the next event.

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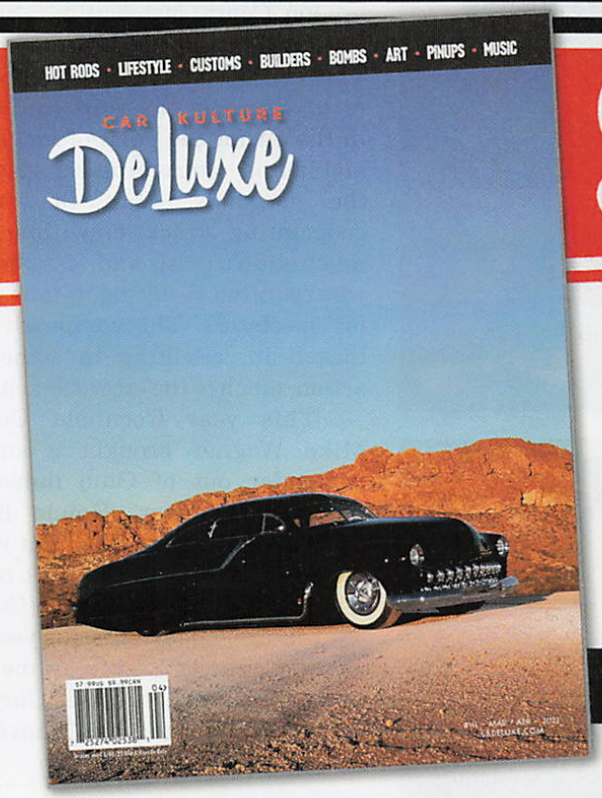

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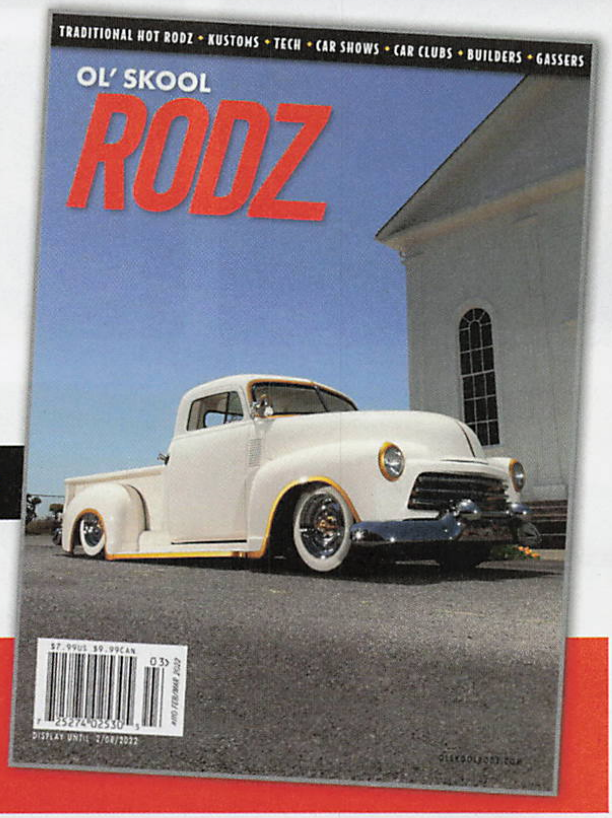

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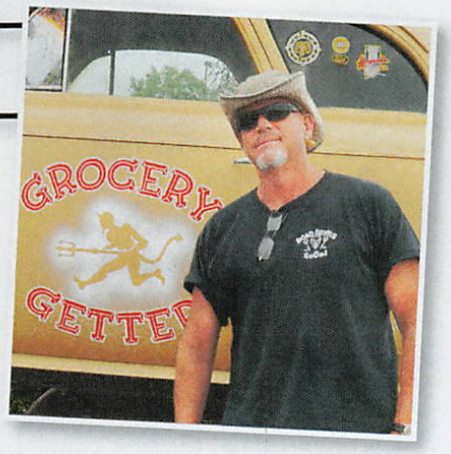
THE GOOD SAMARITAN



Madly pedaling, Skinny Timmy and I raced our bicycles down the middle of his street, leaning into the right turn that marked the beginning of the steep downhill grade his house was on. Suddenly, cresting the hill and coming head-on toward us was a late 60s sedan. We both swerved to avoid a collision, and as we raced past, I saw an arm extended out the driver's window, fist shaking in the air as this old timer with a distinct European accent bellowed, "Young fooooools - you are playing weeth your liiiiives!" Perhaps we were, but teens—probably since the beginning of recorded history—have seen themselves as somewhat immortal. Any thought of serious injury (much less death) was very distant back then. Though, to this day, I bear a skateboarding scar or two earned on that hill.

When I was old enough to get my license, borrowing a car from my parents cracked open the door to independence. Skateboards kept us within miles of home. Bicycles and the city bus lines broadened that circle. But life changed when I bought my own ride for a couple hundred bucks, earned by busing tables and washing dishes. The world changed. Not only did I have my own set of wheels to take me anywhere, anytime I wanted, but I also had my first automotive lump of coal to begin polishing into a thing of beauty and pride, a joy that has stayed with me to this day. Every dollar that wasn't spent on my girlfriend went into that car. Every spare moment I didn't spend earning money, surfing, or hanging with said girlfriend, was spent on that car. I'll never forget the day I got that '63 Nova SS back from the paint shop, cautiously and purposefully bolting the gnarly, beat-up old surf racks to the roof's drip rail. I'd step back and admire the contrast between the fresh cherry-red paint and the battle-scarred, roached-out racks. Not exactly sure what I was trying to say, but it was a necessary statement, nonetheless.

Although the early Chevy II Nova was only offered with the inline 4 or 6, it was a pretty automobile, and mine held its own parked next to the badass V8 muscle cars, VW Bugs, and various other grocery getters and beaters in the James Madison High School parking lot. It looked sharp, had a loud stereo, and we felt plenty cool cruising around in it.

One winter day, probably 1978, Tim and I decided that a storm bearing down on the west coast would bring big surf. So, of course, we would throw our boards on the racks and head down to one of the more notorious breaks in San Diego, Black's Beach, just north of the Scripps Institute of Oceanography. We surfed there often, and in those days, we could sneak onto the Institute's campus where there was a vantage point at the top of the cliffs and look north to see how Black's was breaking. This day, it was huge. Black's is a powerful break even on smaller days, but for some reason, these two somewhat-less-than-badass teens decided that we had the collective balls to take it on.

After walking under stormy skies and moderate rain down the gated private road that led to the beach, we realized that there wasn't another soul in the water. Even the locals stayed home that day. That should have been a clue. The tide was coming in hard, and the water threatened to reach the base of the cliffs. Regardless, we decided to give it a go and venture out—just another questionable moment in our teenage decision-making. As we began paddling out, it soon became evident that the storm-surf set waves were a good 12' to 15' high. Hit by wave after wave, held under and beaten as if we were in a giant washing machine while being dragged south with the current, it took us the better part of an hour to reach the area outside the breaker zone. And no sooner would we sit on our boards to rest when another massive set would appear on the horizon, and we would again scramble west like our lives depended on it. Because they kinda did. Finally able to rest for a moment, Tim says to me, "Dude, how the hell are we gonna get in?"

We sat a long time, bobbing with the huge swells and staring out at the dark gray horizon, both silently understanding that fun was definitely out of the question and survival was the goal that day. Finally, I turned toward shore and paddled, scared shitless as I dropped down the face of the wave, my board smacking up and down under my feet on the windblown, choppy surface of the water. That ride was certainly no demonstration of my technical prowess as a surfer. I was just doing my best to stay ahead of the exploding mountain of white water behind me. Finally, I dropped down, laid on my board, and rode in the white water safely to the shore. By the time we both made it onto the beach, the set waves were washing hard up to the base of the cliffs, making even the journey back up the beach difficult.

The walk back up that private road was a long one, as we were freezing cold and beat to hell. But the one feeling I'll always remember is jumping into that beautiful car after the wet suits were in the trunk and the boards strapped down. Firing up the engine and feeling the first warm air of the Nova's heater blasting on our numb feet as I popped Boston's first album into the 8-track player, or perhaps it was Aerosmith's "Toys in the Attic." Even though we weren't exactly dragon slayers fresh from the battlefield, and the critical thinking that put us there was somewhat suspect, we survived. Not only that, we had a cool ride, a warm heater, and bitchin' music. Life was good. Nearly 45 years later, Skinny Timmy is coming back to town this weekend, and we've definitely got a few things to laugh about.

Drop a line. Your feedback is greatly appreciated. Send emails to:

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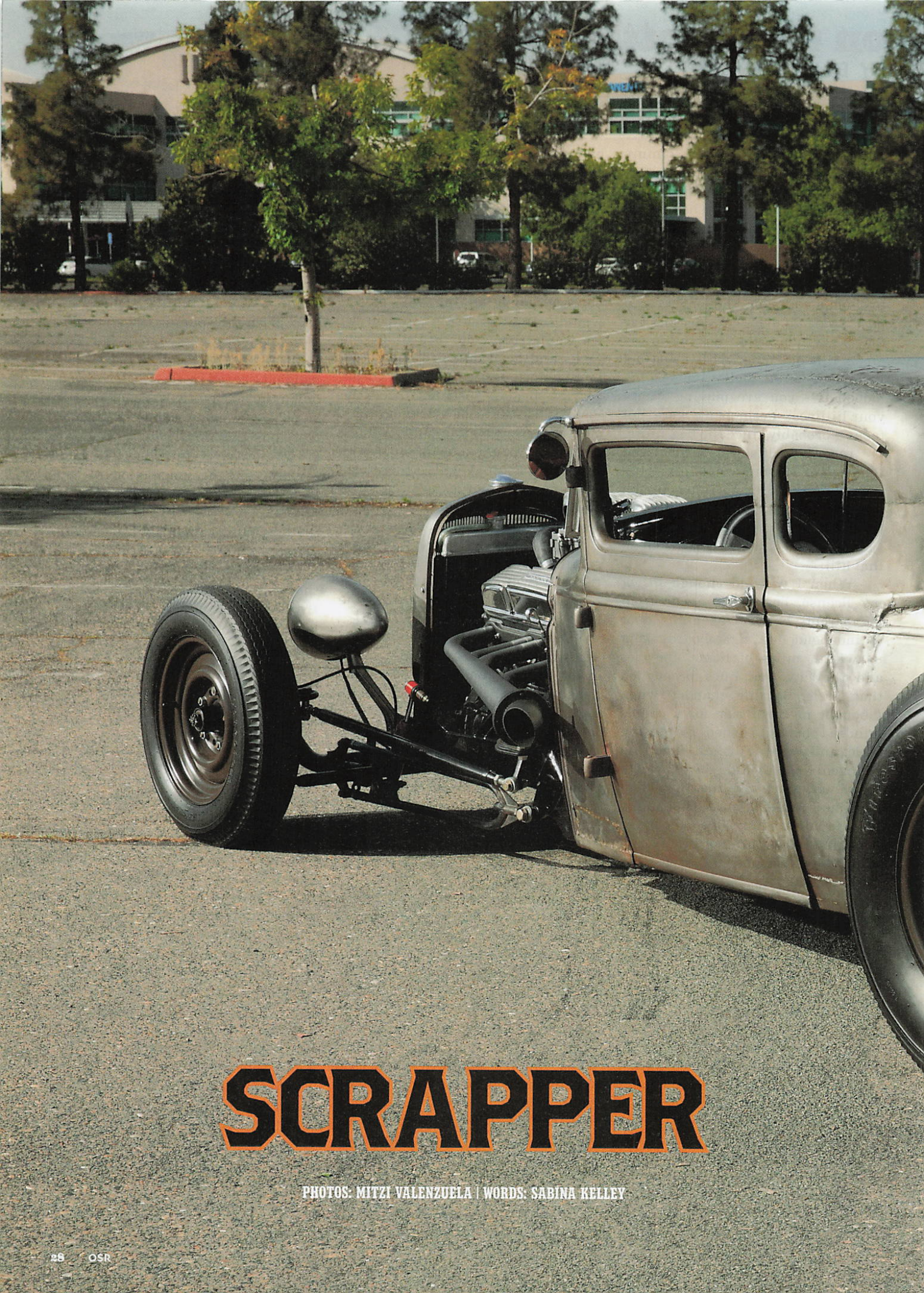

SCRAPPER

PHOTOS: MITZI VALENZUELA | WORDS: SABINA KELLEY

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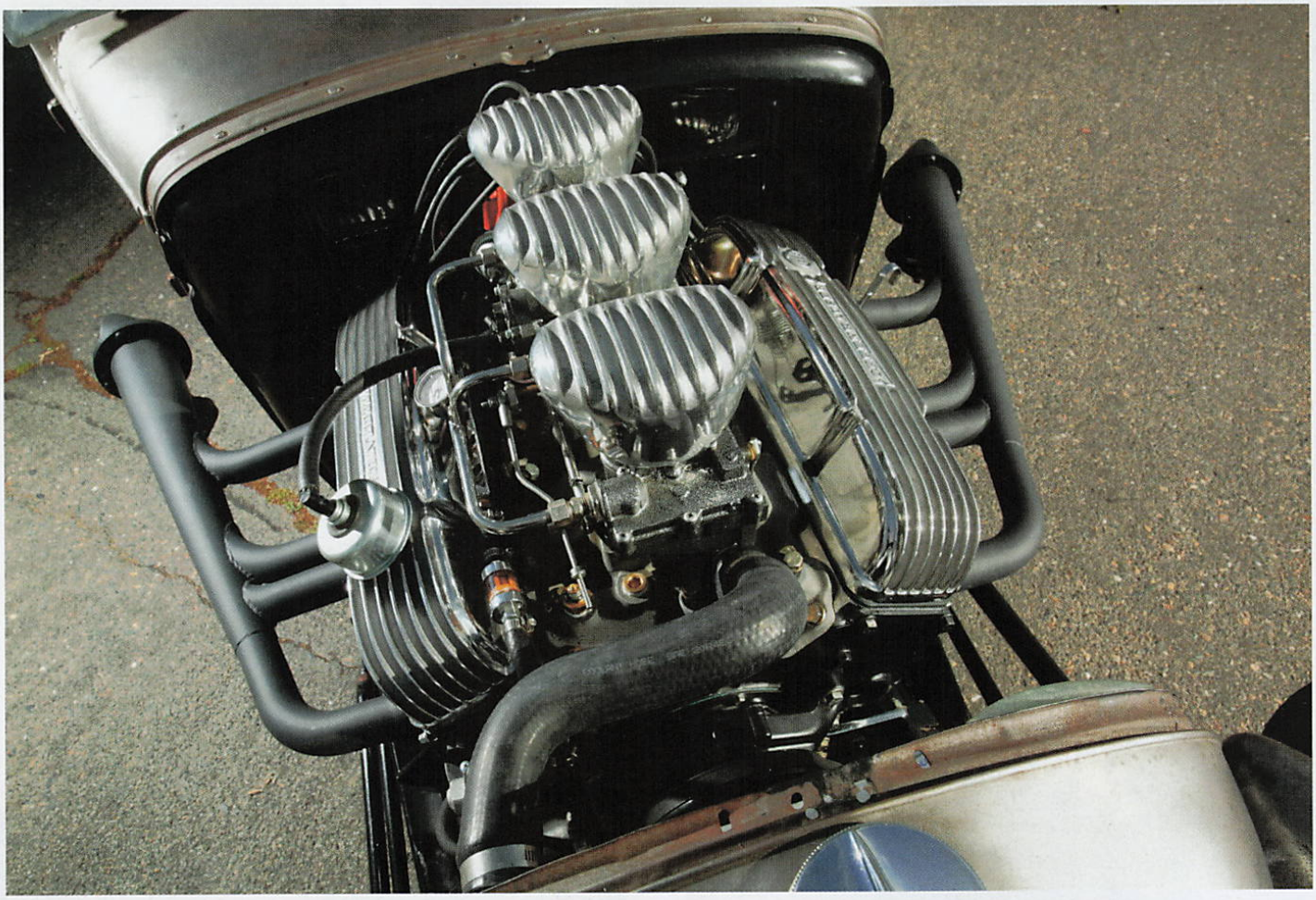
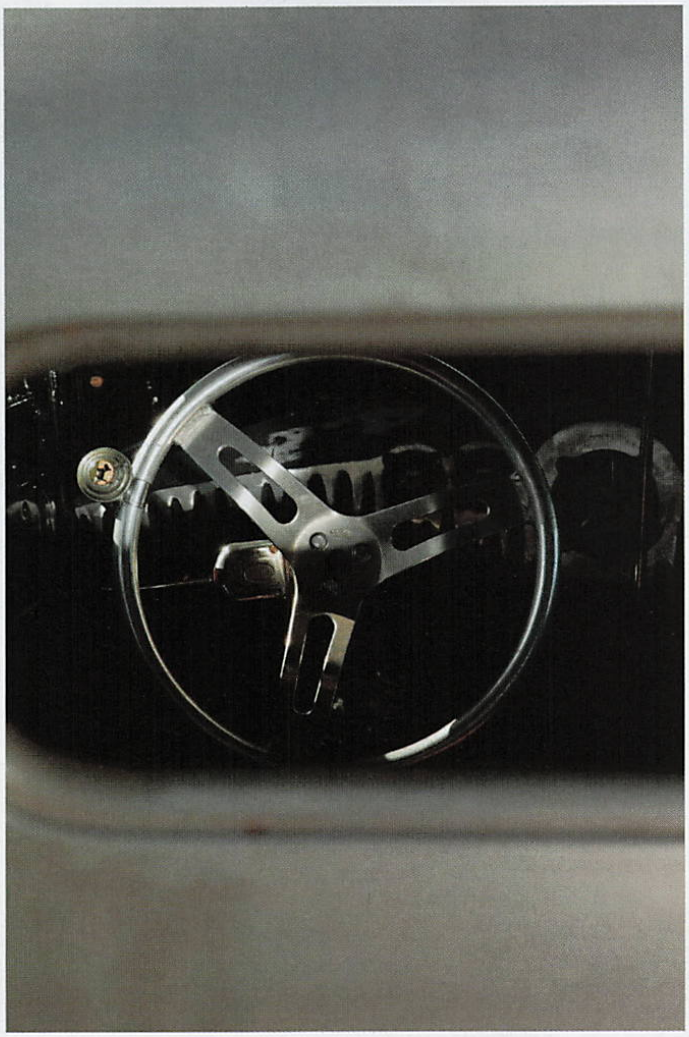


Mike Campbell was on a long and drudging 5-year mission to find a coupe with the perfect chop and equally as perfect stance to park in his garage. His knowledge of cars made him super picky when it came to getting exactly what he wanted in a hot rod. This state of mind stemmed from growing up around classics throughout his childhood and into adulthood. Hanging out in the garage with his dad and cousins, Mike was always trying to lend a helping hand and look over their shoulders in the hope he could learn a thing or two about building cars. A bonus of living in Fremont, California, was going down to the Fremont drag strip in the 60s and 70s to watch the races and get fuel pumping through the veins. That was always a treat to look forward to and kick-started Campbell's unrelenting passion for cars, the culture, and the community that surrounds them. Realizing the craftsmanship of true hot rodders that goes into hand-building cars gives you a new appreciation for what makes them so unique, and this is the side that Campbell loves. Now, we'll get back to the search. The day had finally come. He came across a 1930 Ford Model A Coupe in Riverside, California. In his mind, he knew he wanted to build a traditional hot rod, not a show car, and this coupe was perfect. Well, not perfect, but perfect for his build! It was in decent shape and had a great foundation for him to start with. Super excited about the find, Mike jumped in the car and drove through the night to pick it up. In his heart, he knew this was the one he had to have!

Once the deal was done and handshakes were made, Campbell came home with his car and began picking through the pieces to see what he had. The coupe sat



on a frame that was manufactured by Sledsville. It was chopped 6," and under the hood, it had a mild Chevy 350, 560 lift Comp Cam, roller lifters, and rockers. It was backed up by a Turbo 350 transmission to get him moving through the gears. This car was going to be fast and loud! On the outside, the body had no paint, just the raw and rough exposed body welding. It looked tough and proudly showed all the history and battle scars of the car. Campbell decided to name it Scrapper because it looked mad, mean, and always up for a fight! Taking a peek inside the coupe's interior, the caramel-colored leather seat was custom-made by Toby at Bison Motorsports in Riverside, California. The dashboard cast is by Jake at Flying Dutchman Industries in San Marcos, California. The gauges are Moal Bombers Classic Instruments. The coupe tears up the streets rolling on Firestone Deluxe Champion tires mounted on 15" vintage Ford steel wheels in the front and 16" vintage Ford steel wheels in the back. Up front, the headlights are off a 1936 Plymouth DeSoto with supports from SoCal Speed Shop, and in the rear, the taillights are taken from a Pontiac.

The first time Campbell drove the car, he quickly discovered other people loved it just as much as he did. The first show he attended was such a memorable experience. It was crazy to see how the little kids were just as amazed with the car as the adults. They all wanted their photo taken with the car, which is usually a scary thing when owning a show car with beautiful paint. There's always the stress of hand prints and people touching stuff they aren't supposed to. That's not the case now. All Mike needs is a little Scotch Brite, a drop of Gibbs Oil, and it's all set to make a young hot rodders day!

When you own a classic car, the goal is to be on the road as much as possible, and Campbell tries to drive the car as many weekends as he can. One of the most fun adventures he's had to date with his car is taking it to Suede Pavillion at the Sacramento Autorama. Being parked around cars of the same type and era and experiencing the culture alive and pumping was the best experience!

After a couple of years of changing parts and personalizing the look, it is now the car he had always dreamed of owning. It's unique, and there is nothing like it around! Mike's future plans include driving it every chance he gets, as the smile it brings to his and everyone's faces never gets old!

Campbell decided to name it Scrapper because it looked mad, mean, and always up for a fight!

TECH SHEET

OWNER: Mike Campbell
VEHICLE: 1930 Ford Model A Coupe
SUSPENSION FONT: Traverse Model A
TRANNY: Turbo 350
WHEELS: Vintage Ford Steel Wheel, 15"

LOCATION: Gilroy, CA
ENGINE: Chevy 350, 560 lift Comp Cam, roller lifters & rockers
REAR END: Ford 9"
TIRES: Firestone - Deluxe Champion

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BONNEVILLE SPEED WEEK

ARTICLE: MITZI VALENZUELA, PHOTOS: MITZI VALENZUELA & MIKE MOSSI

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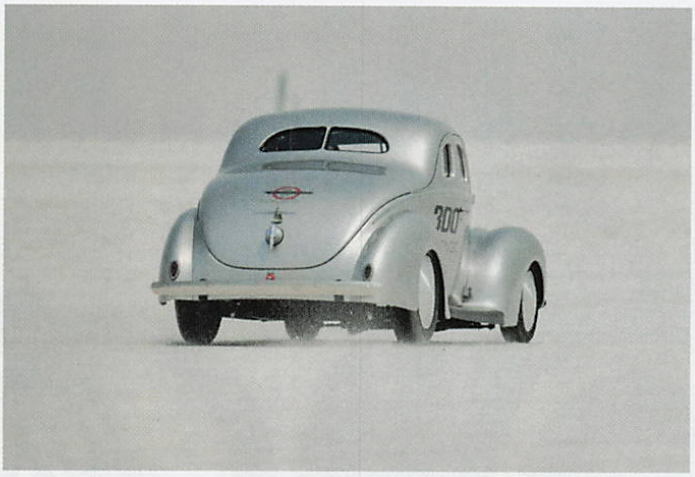
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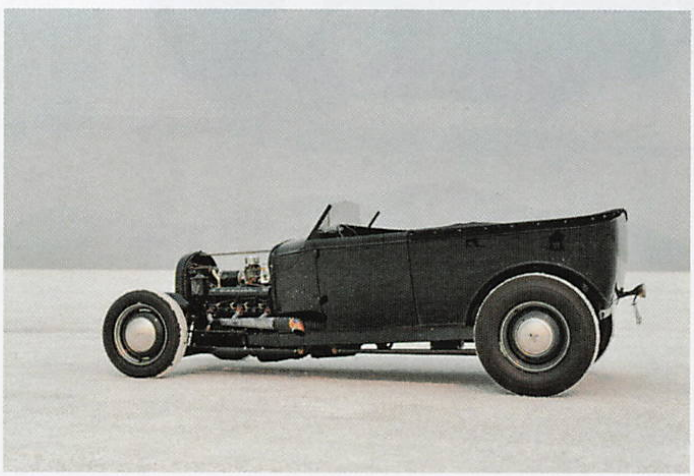
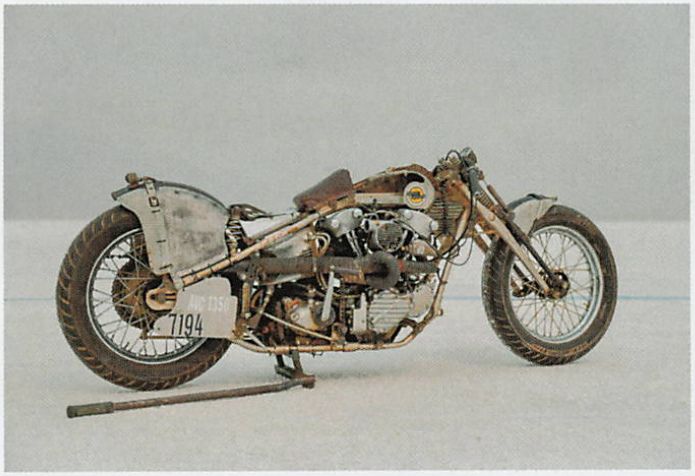
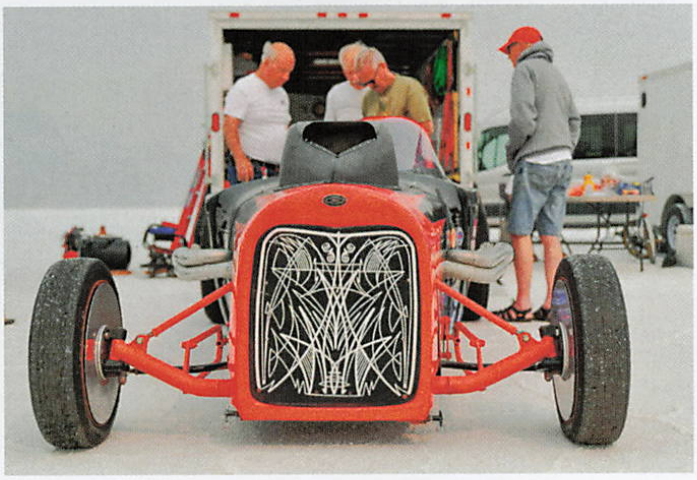
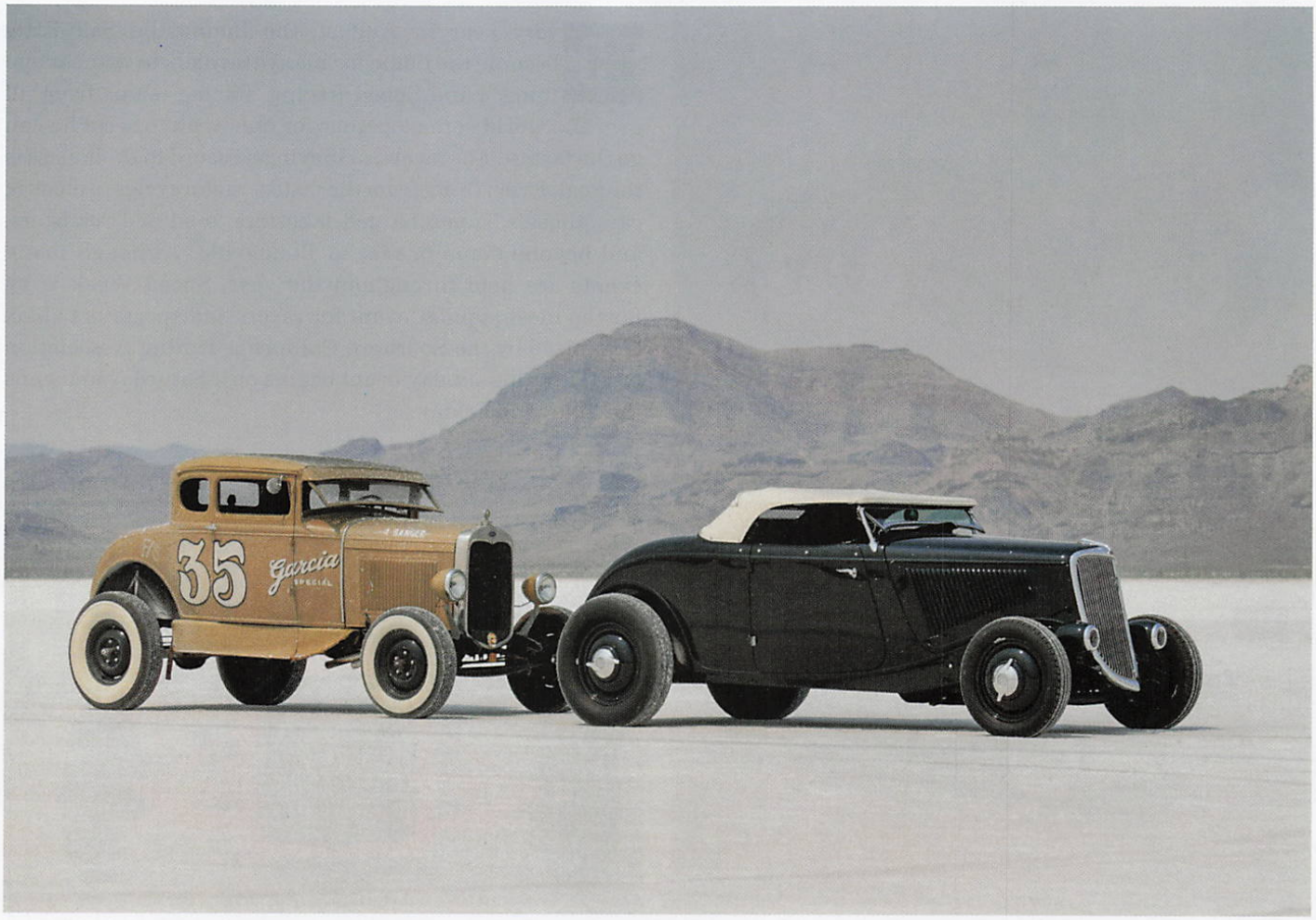
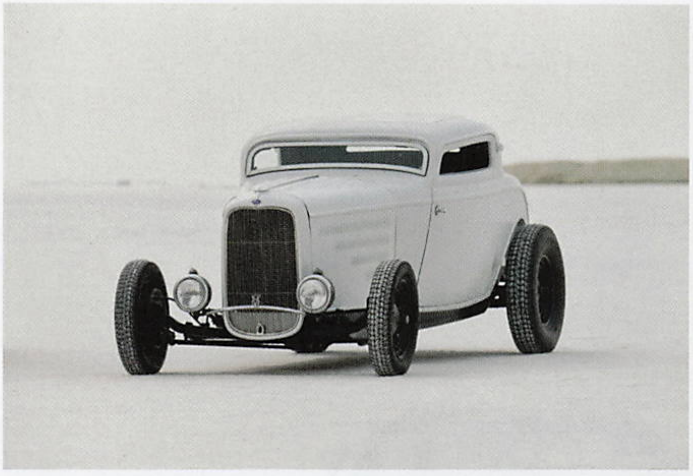


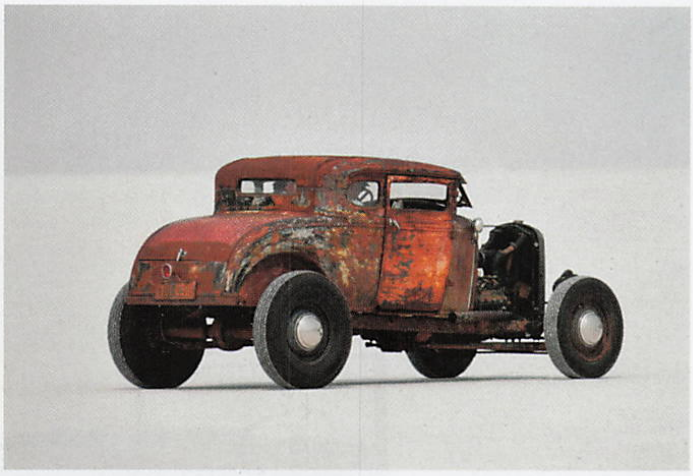


Every year in August, the Bonneville Salt Flats become the home for many travelers to witness one thing: Land Speed Racing. Racing teams from all over the world come together for one week to see who can go the fastest. For racers, achieving a record in their class is the goal. Everything from the fastest motorcycles to electric cars, diesels, supercharged lakesters, modified roadsters, and beyond come to race at Bonneville. Although many events are held throughout the year, Speed Week is by far the most popular event for racers and spectators alike. Organized by the Southern California Timing Association or SCTA, this six-day event begins on a Saturday and ends the following Friday.









To kick things off, the Nugget hosts the season opener with a party in their main parking lot. It's a great place for spectators, racers, and hot rod enthusiasts to meet up before the racing begins on Saturday. Whether you're part of the races or just stopping by to check out the action, any spectator can walk through the pits and have a chance to interact with drivers and crews between races. Most spectators arrive early to set up their base camp so they can sit back and enjoy the racing throughout the day. The starting line is a great spot to watch all the action up close. There are two main courses at Speed Week. The long course and the short course. Both courses offer a variety of races throughout the day, but if you're hoping to catch speed demon and his chase for 500, the long course is where you'll want to be.

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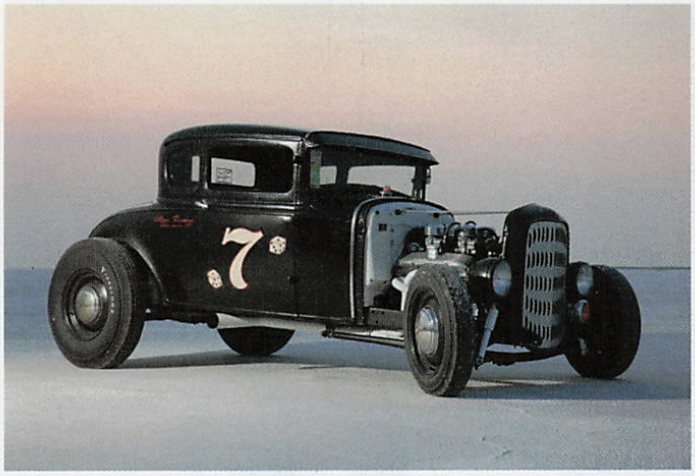
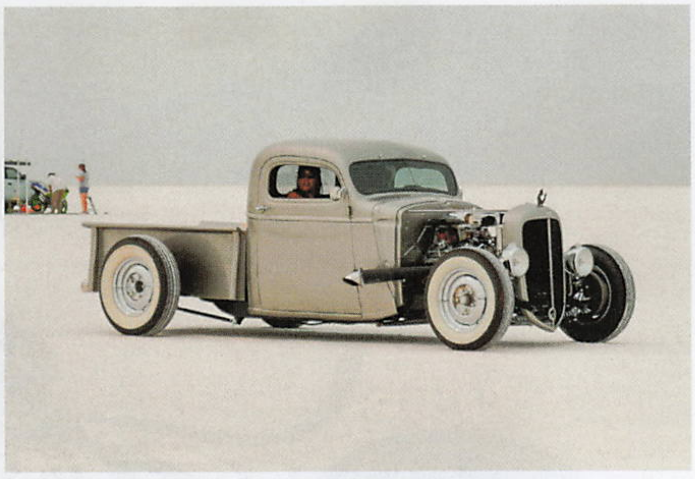
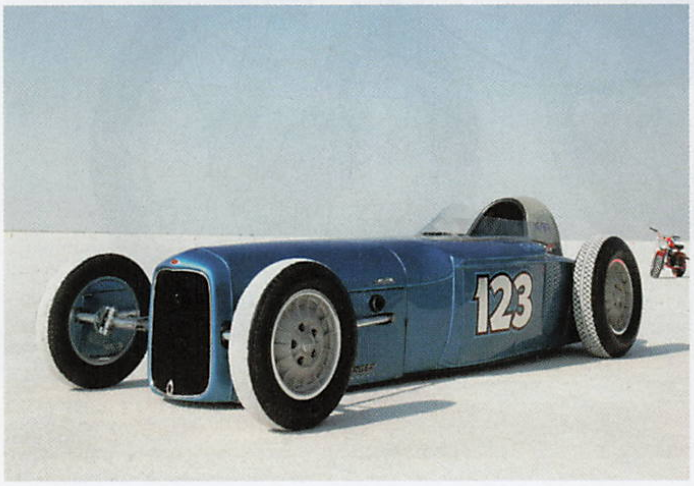
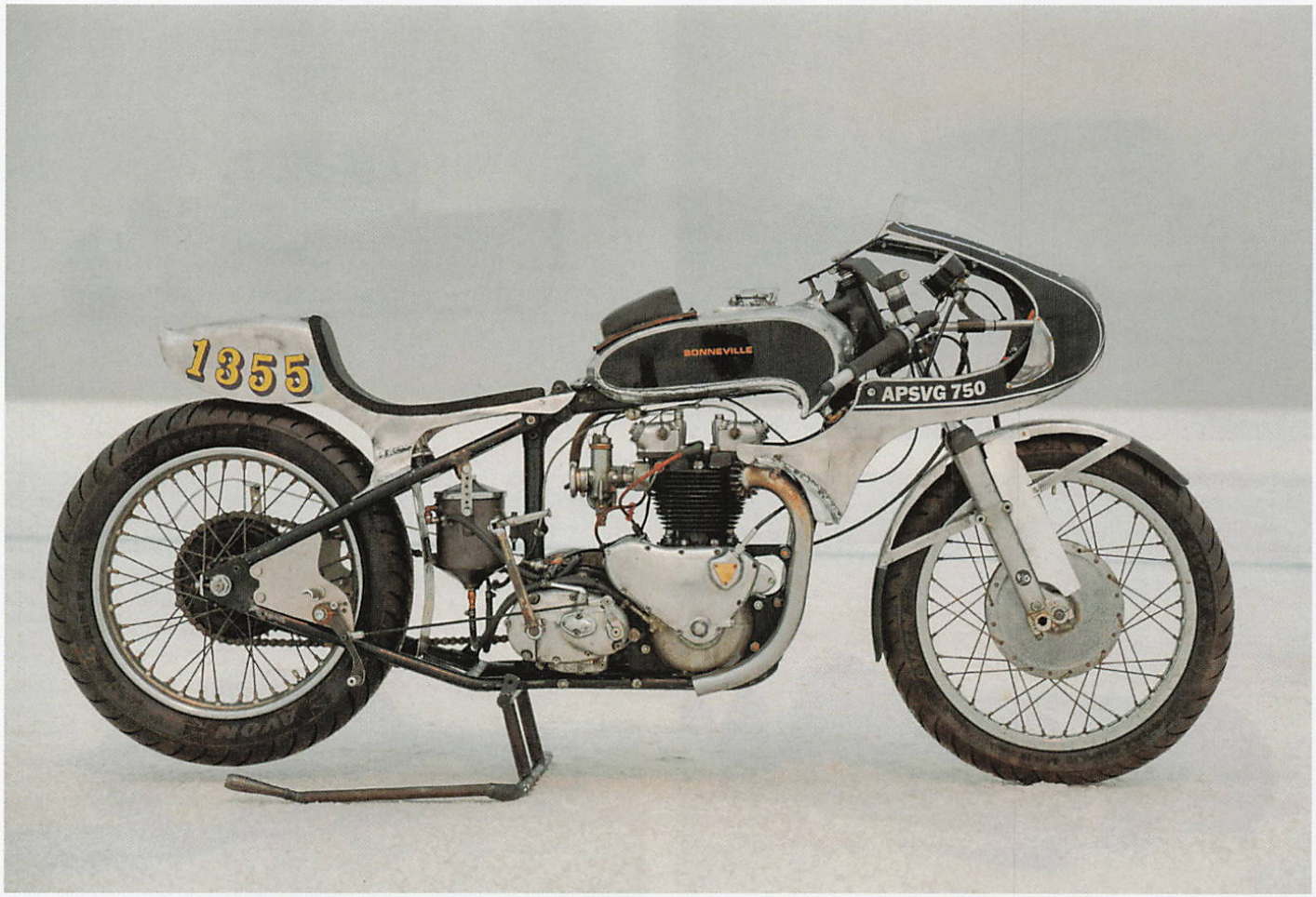






To those who've never visited Bonneville, be sure to visit the SCTA website (www.SCTA-bni.org) for Salt tips and recommendations, live video of the salt, and more. FOR THOSE WHO CAN'T GET ENOUGH OF THE SALT, WE STRONGLY SUGGEST THAT YOU CHECK OUT WORLD OF SPEED AND THE MOTORCYCLE TRIALS.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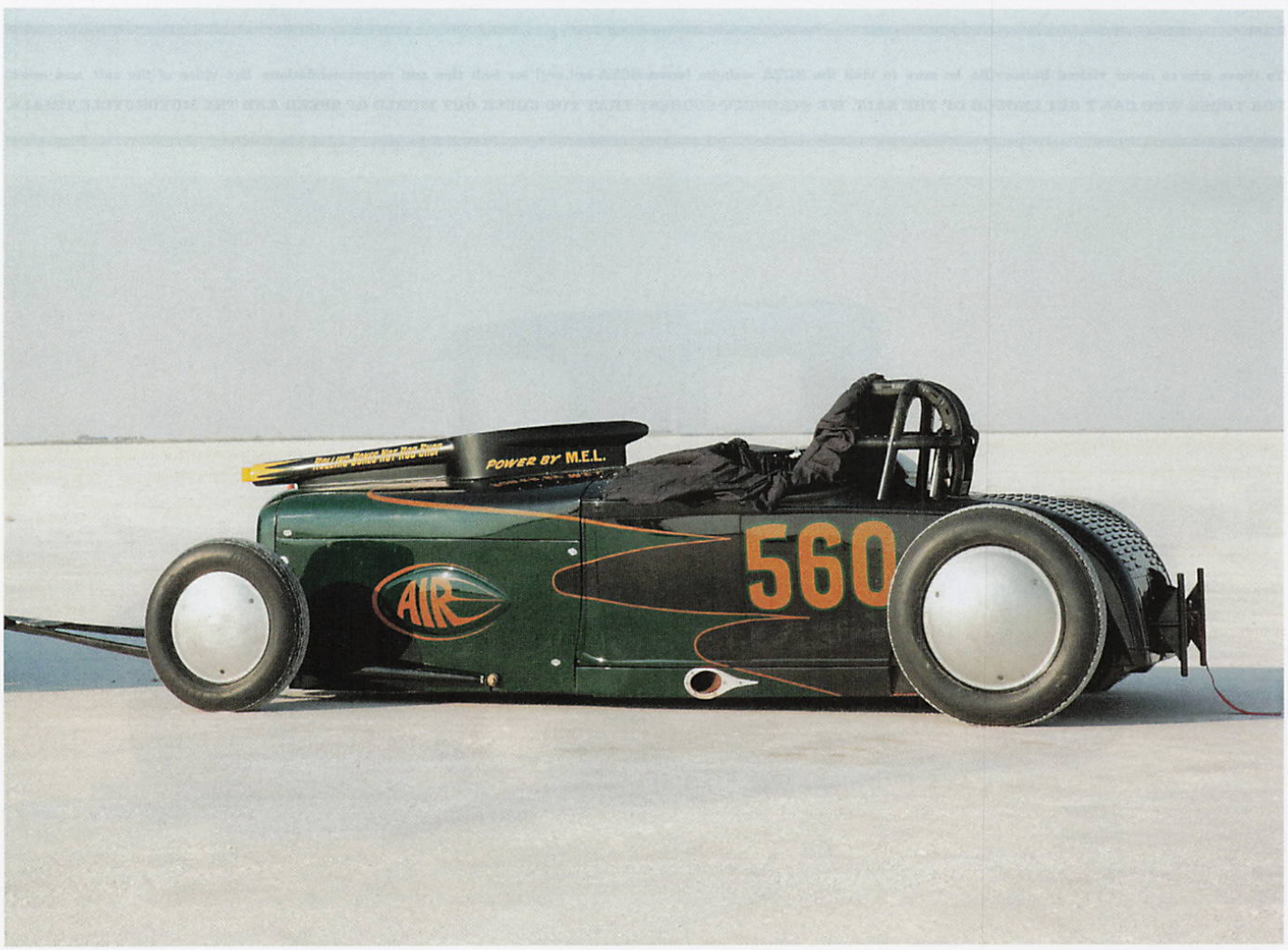
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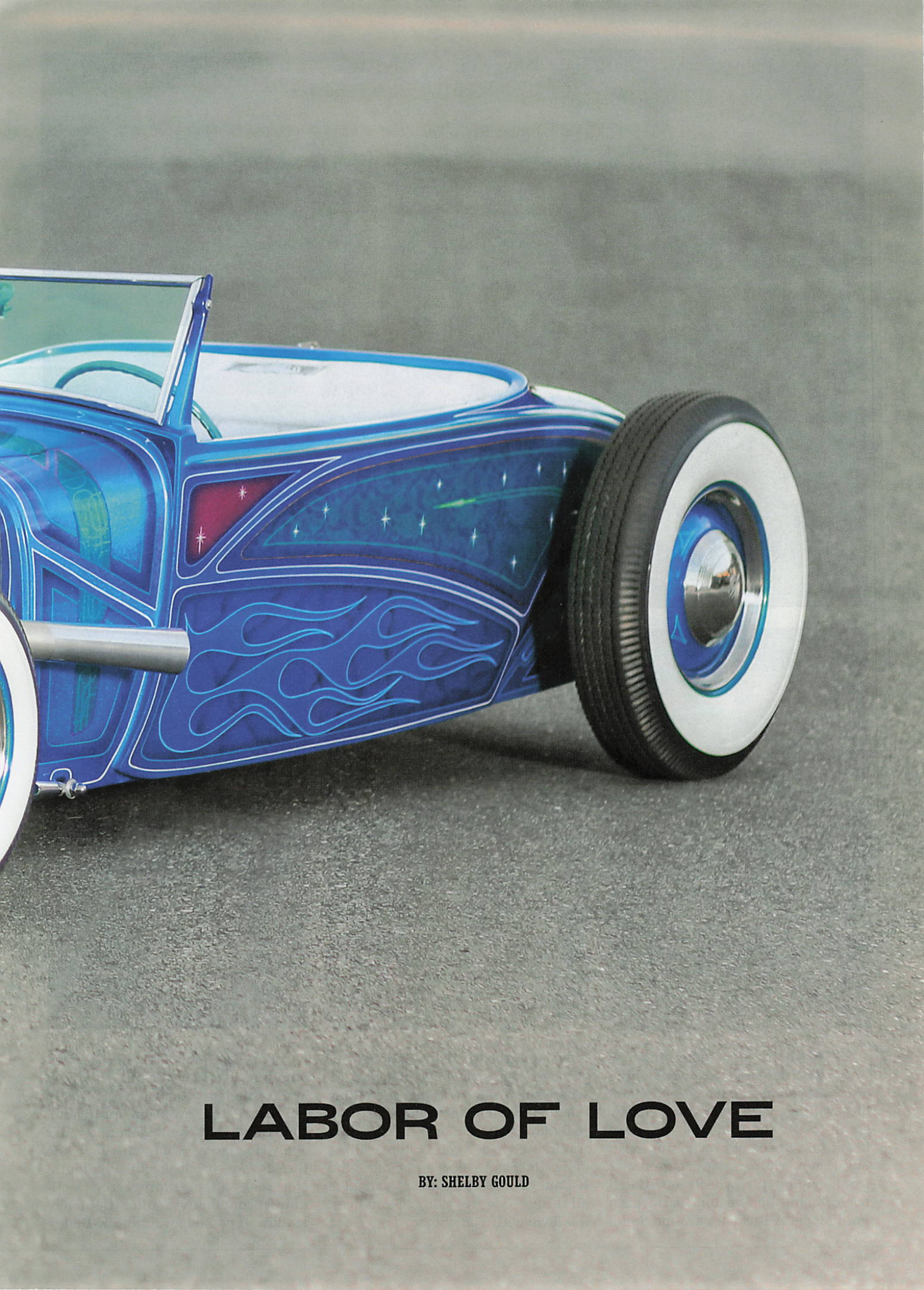
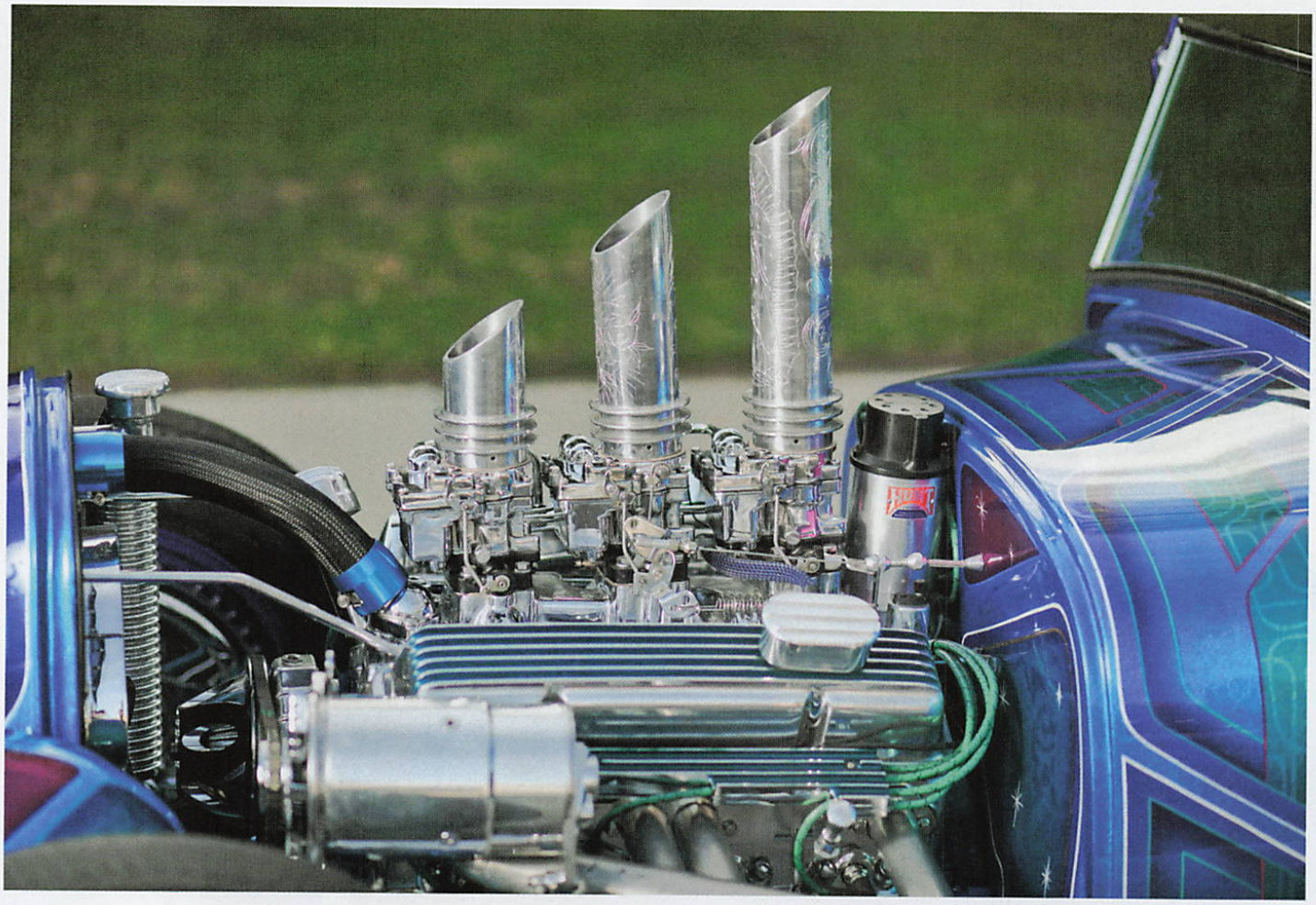
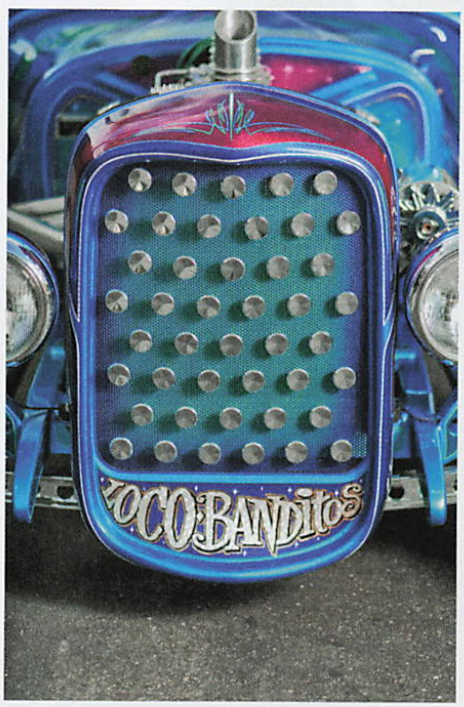


LABOR OF LOVE

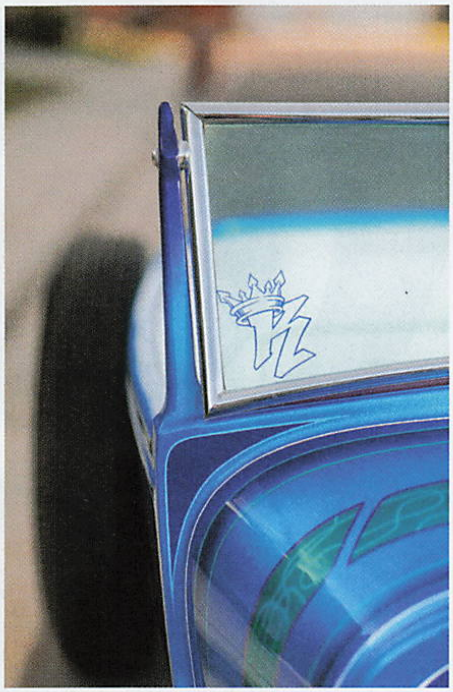
BY: SHELBY GOULD





There is something so incredible about watching someone drive the hell out of a rolling piece of history. Stacey Gann easily has one of the most beautiful Roadsters ever to exist, but that certainly doesn't stop her from driving the wheels off. Catch her cruising her kustom painted 29 Ford Model A Roadster around Santa Maria for the Cruisin Nationals or through the streets of Bakersfield, where she resides with her incredibly talented automotive painter husband, K-Daddy. This Model A isn't any traditional ride you catch rolling down the road – it is a one-of-a-kind K-Daddyz Kustom work of art. Like all things Kyle "K-Daddy" Gann does, it is done with a labor of love.

This 29 Model A didn't start out life as a beautifully painted and paneled Roadster. K-Daddy purchased the car from his friend, Courtney Hallowell, several years ago. He later went on to trade the 29 for a sleek 36 Plymouth. Not long after trading, the well-known automotive editor Courtney Hallowell passed away, and K-Daddy

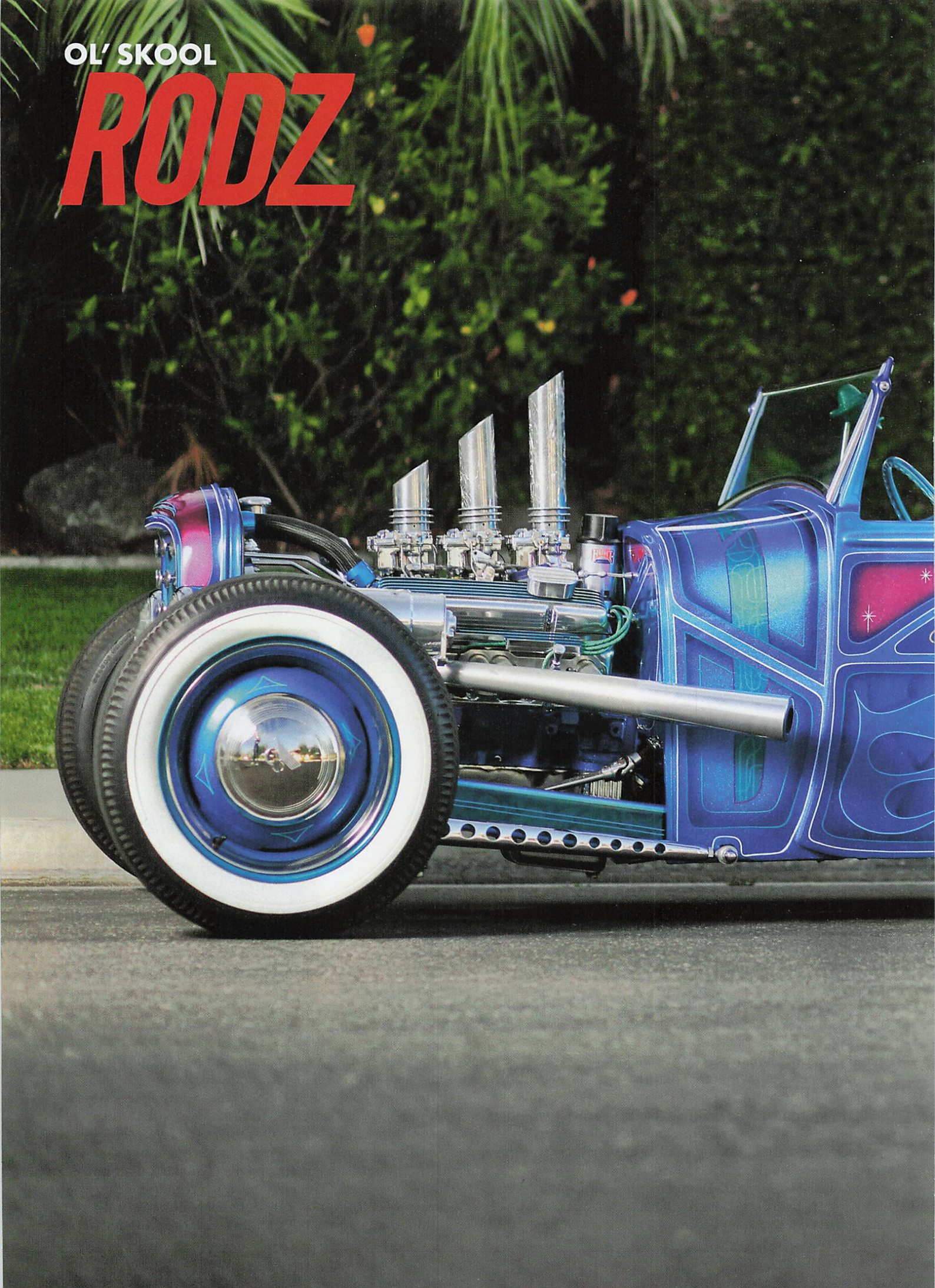


made it his mission to get the car back to ensure he could memorialize his best friend through the car. He was able to purchase the vehicle back, but as we all know, even our favorite projects get stalled. Seeing the car as a reminder of a dear friend lost, five years passed before K-Daddy could find joy in bringing the car back to life for his beautiful wife, Stacey.

Owner, Stacey grew up with a father and stepfather who were gears heads, so she understood this project would be worth the wait. The doors, grille shell, firewall, decklid, frame, and smoothed rear end were all shaved. Frenched 50 Pontiac taillights were essential, as a well as frenching the crafty B las cap and the cut-down 54 Chevy bumper guard, which was used as a plate surround. The windshield was chopped 6," and the 29 was channeled 3" by the Bolling Bros over a 6" sweep with a 12" step Bolling Bros frame. They opted for a Ford 8" smoothed, paneled, and pinstriped rear end with custom Lake Headers with barrels by Bolling Bros for the exhaust setup. A built 350 Chevy engine with cam roller rockers,

OL' SKOOL

RODZ

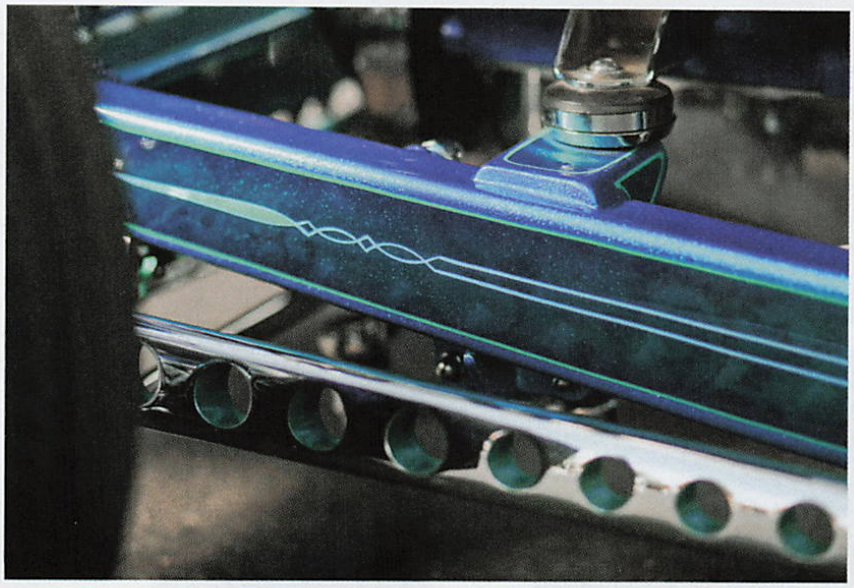


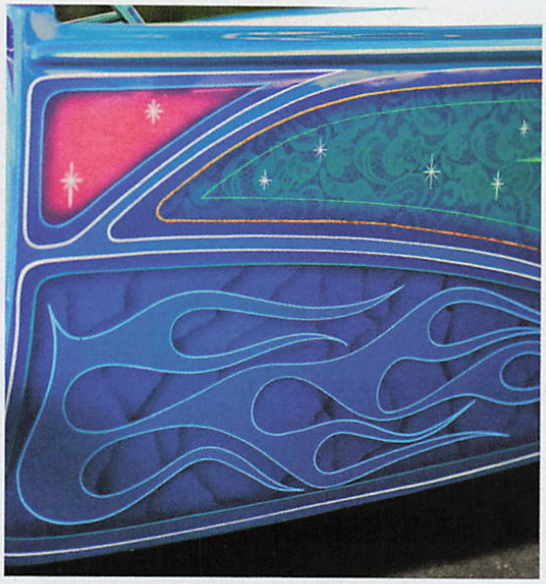
aluminum heads, magneto, and finned accessories were added. The intake is powered by an Offenhauser three-deuce set up with a custom touch – chromed and engraved with beautiful artwork by Joey Mullens. A Limeworks steering column adds a modern touch that is dressed in a translucent teal cut-down 1940 Zephyr steering wheel by Steering Wheel Kris.

Being married to a world-famous painter, it is no surprise how incredible the detailing is on this Roadster. The body was multi-colored TAMCO Candies over Tropical Glitz silver flake. The K-Daddy touch was added through his multi-colored panel with flames, endless lines, and fades throughout. Every panel on the car has graphics, including the belly, frame, and even the transmission tunnel. Ron Beam added pinstriping, and Skip Sanchez did artwork and lettering. The wheels were painted a three-tone flake with pinstriping and dressed up with Firestone Bias Plys. All in all, it took two years to complete the project, which seems like such a short amount of time for the amount of detail that covers this car.

Stacey's hot rod was complete and ready to hit the road. When asked about her most memorable experience so far with her ride, Stacey said it would have to be winning the Grand National Roadster Show Best Hand Built Roadster. Catch Stacey driving the heck out of the 29 all around Southern California.

▪ OSR ▪





TECH SHEET

OWNER :	Stacey Gann	**VEHICLE:**	1929 Ford Model A Hand built Roadster	**SUSPENSION F:**	Drilled & sleeved split wishbones, drilled front straight axle	**WHEELS:**	16" 40's style steel wheels w/ caps & beauty rings
LOCATION:	Bakersfield, CA	**ENGINE:**	Built 350 Chevy w/ cam roller rockers	**SUSPENSION R:**	4 Link by Bolling Brother	**TIRES:**	Firestone Bias Ply's 5.00/5.26 16 Rear: Firestone Bias-Plys 7.50 16
BUILDER:	K-Daddyz Kustoms (Kyle & Kirk)	**TRANNY:**	350 turbo	**REAR END:**	Ford 8" smoothed, paneled & pinstriped	**UPHOLSTERY:**	White vinyl (bricks & buttons) by J

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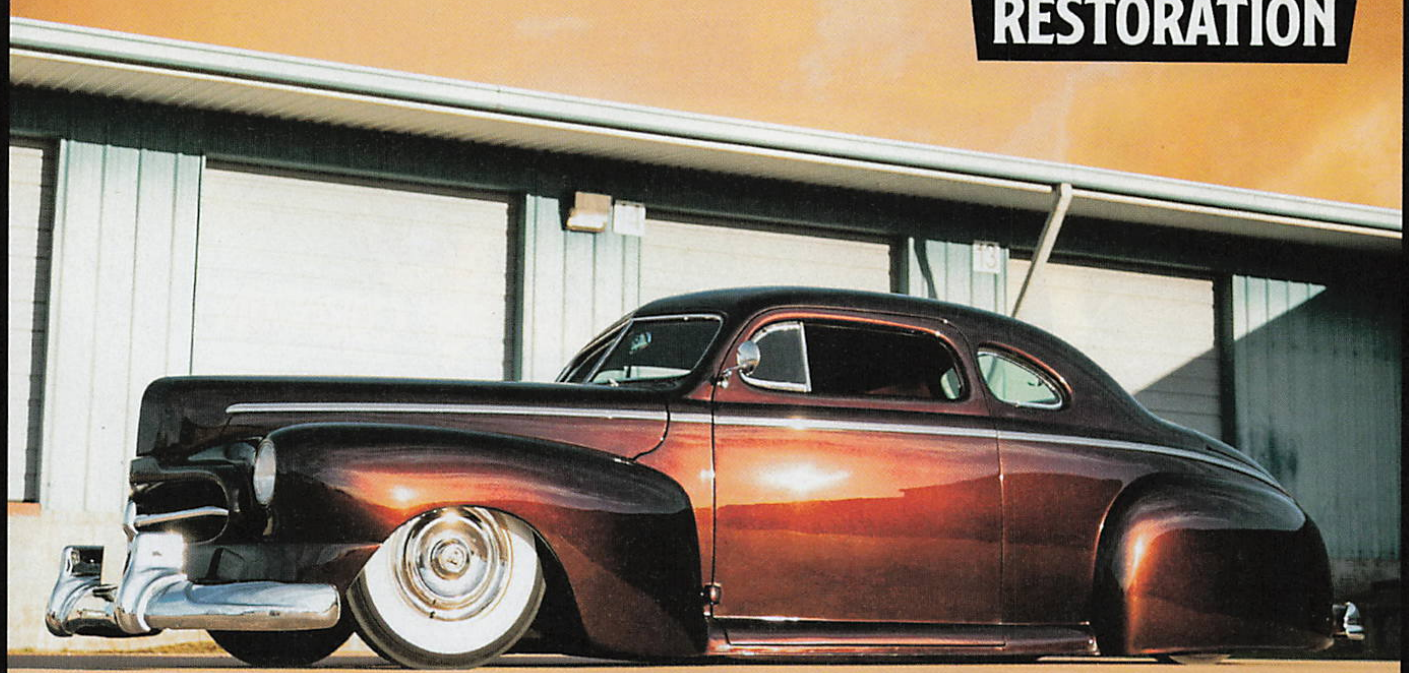

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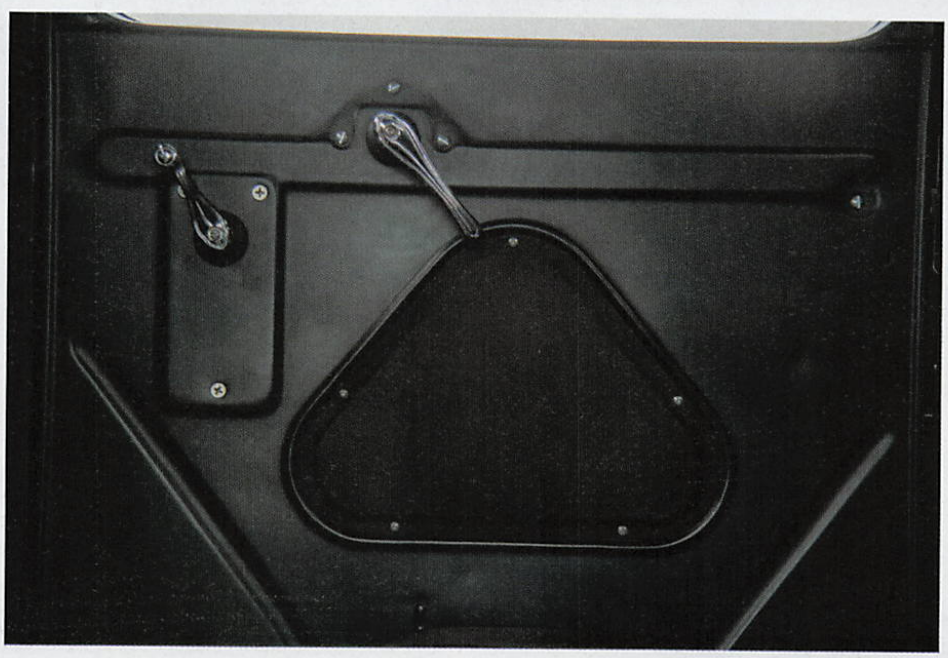
THIRTY Ford THREE

PHOTOS: MARIA HERRERA | WORDS: KURT MUND

I grew up in the muscle car era of the '60s and '70s. I have always been passionate about loud, fast, and what I would call "cool cars" and trucks. The thing I've noticed about myself is that my 80's square body pickup made me want something older. Soon, I bought a sixty-four Chevy C-10. The more I got into old trucks, the older I wanted to go. So, it was inevitable that I stumbled upon this 1933 Ford pickup.

My friend, Fred Stoke, was building several of these trucks for friends and customers of his small shop. He was building 33 and 34 Ford pickups as turn-key hot rods. While walking through his shop, I noticed an incomplete 33 that was slightly lower and slightly different from the rest. We soon struck a deal. The truck would be mine to customize even further from the rest. Fred let me work on it in his shop after work. I was able to pick his brain and study his other personal hot rods as well as use all the tools and equipment to finish the 33 Ford pickup my way.

First, I had to finish the interior, including installing a '32 dash, wood floorboards, SoCal gauges, and a steering column. Also, because I'm pretty tall, I created a much lower bench seat so my head could clear the 2" chopped roof. I also had to install a Lokar shifter to the TH350 trans and a chrome replica hand brake lever. I used an



IDIDIT stainless GM style steering column with a Bell-style three-spoke wheel. Next, the whole truck had to be wired, so I used a KWIK-wire harness. A Kenwood stereo and rockpile speakers were hidden by mounting them under the front of the seat. The ignition switch and headlight switch were also mounted there to keep the dash clean and uncluttered.

Once the interior and wiring were complete, it was time to move on to the exterior. Besides having to install the hood latches and dropped headlight bar, I chose a 1933 Ford car front bumper for its dropped center so more of the iconic grill could be seen.

The engine was a rebuilt 1970 Chevy 350, and it needed an exhaust from the block hugger headers. 2 ½" Mandrel-bent tubes were used to fabricate an exhaust with small glass pack style mufflers. It was decided not to run a rear bumper so the exhaust could run up high and tight to the 15-gallon stainless steel fuel tank under the bed and straight out the back.

The front suspension is from Pete and Jakes. A four-bar set up with a 4" drop tube axle and Panhard bar. The rear suspension is also Pete and Jakes parallel leaf springs and an early Maverick 8" rear end.

Except for the new Mar-k 10" shorten bed and the running boards, the tin is all original FoMoCo. The

frame is also an original 33 Ford, except it has been boxed and braced for the bigger engine and transmission. The original shaved and filled grill shell covers a Brassworks radiator, an original style repop with an inlet-outlet for a Chevy small block.

Not only does this truck look great going down the road and sitting out front of an old roadside diner, but it also drives like a dream. It handles well and squirts down the road and away from intersections with ease. It's been tested on some reliability runs and always brings big smiles from driver and passengers alike.

I always wanted a hot rod. Now that I have one I helped build and get running, I love driving it and telling the story of how I got it. Whether on a boulevard at night or a country back road, it's a blast to drive!

TECH SHEET

OWNER:	Tall Kurt Mund Filthies CC	**VEHICLE:**	1933 Ford Pick Up	**REAR END:**	Ford 8"	**SUSPENSION FRONT:**	Pete & Jakes w/ real Vega steering box & buggy springs	**TIRES:**	F- Firestone F 135-15 R- Grand Am 235-15 Radials
LOCATION:	Calistoga, CA	**ENGINE:**	1970 Chevy 350	**TRANNY:**	Russell Walters TH 350	**SUSPENSION REAR:**	Pete & Jakes parallel leaf	**WHEELS:**	F- Wheel Vintiques 15x5, R- 15x8
								BUILDER:	Fred Stoke Rods & Restoration w/ Tall Kurt

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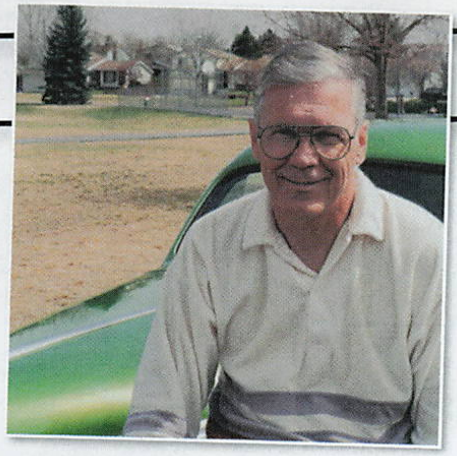


I BUILT THAT!

One of Ryan Cochran's Jalopy Journal (www.jalopyjournal.com) entries popped into my head recently. It was about how he thinks of cars all the time. Whether at home, work, or even driving to and from work in his hot rod, and how most people he associates with think he is B.S. Looney. My own thoughts sent my mind screaming back to the 1980s and how I used to drive my 'hot rod' to work. I'd just "finished" my '40 Stude coop—Cadillac Firemist Lime Green paint, ghost flames, 2-tone green interior, 400" SBC engine/T400 tranny. It was a "street rod"—nose down, painted steel Ralley wheels, small 'cop car' hubcaps, trim rings, black walls, chromed bumpers, and turquoise pinstripes. Nothing extraordinary except that it wasn't a Ford or Chevy. It was an orphan, an off-brand.

I'm a car-crazy guy myself. It always creeps into my everyday happenings. While driving to work back then, I was in my own little world as I made the 22 miles from home to the southern Denver area. People would look at me strangely while I was amongst newer cars. My coop stood out like a sore thumb.

Attired in a sport coat, button-down collar business shirt, and tie, maneuvering my rod through traffic, I'd get thumbs up. Guys would goose their own car away from a traffic light, trying to initiate a race with me at 7:00 in the morning (I was more intelligent than that to bite...). Gals would usually just smile (wait, was it a smile or a smirk? Hmmm, I'll never know). My trip took approximately 35 to 40 minutes. Even my employer thought I was nutty driving "that kind of car" to work, but he never discouraged me. Since he wasn't paying me a vehicle allowance (I did get a mileage fee), there wasn't much he could say about it. Besides, there was an ultimate method to my hot rod madness.

I'd park on the street in front of my office, next to my window, "keeping an eye" on the coop while I set up my appointments. I sold commercial printing and graphic art services—B.C.—Before Computers. Once the day was set and appointments made, I was off. I got to drive my "hot rod" for business...pure enjoyment...all day! Many days I racked up 150 to 250 miles around the city of Denver. I had no "territory." I was the only salesman the company had. My clients loved it. Well, most did, and they all knew the exact moment I pulled into their parking lot. My clients would see me pull up in front of their place. Sometimes they'd come out to meet me in the parking lot. "Hey Rog, I was telling Fred here about your car...he wanted to see it. Can you open the hood?" Or they'd ask for a ride—both of them. Three adults in the coop was a bit tight, but that didn't stop me from slamming the accelerator to the floor more than once, leaving traffic lights and snapping necks. That always elicited remarks: "Lots more pickup than my (fill in the blank) car" or "What'll she run in a quarter mile?"

One afternoon, I was on Denver's 17th street, the financial district. I'd always park at a meter on the street—hated to "hide" my hot rod in basement parking lots. It offered too many temptations for those less than honest. I got out, walked around to the passenger's side, and locked the door (there was no outside lock on the driver's side cause, way back when the car was manufactured, you HAD to be a gentleman and let your lady friend in...FIRST! Sure progressed past that, haven't we?

Anyway, a short, gray-haired gentleman was walking by slowly as I slid out of the car. I didn't pay much attention as I dug into my pocket for some meter coinage. He stopped, looked, stepped into the street, and proceeded to walk around the car twice.

"Studebaker. Nineteen-forty," he said, directing his gaze toward me.

"Correct," I said. "Good eye. Most people don't have any idea what the lazy S on the front stands for."

"Oh, I knew what it was without even seeing the S," he shot back. "Commander model, right?"

I was shocked. He was confident in what he was looking at. "You used to sell Studebakers? Or a dealer at some time in the past?" I asked politely.

He laughed. "No. A bit simpler—I probably built that car."

Not grasping what he meant, I said, "No, I built it...just got it done."

He laughed. "I meant in the factory."

"Oh. Whoa. Wait," I said. "You worked on this car...in the factory?"

"I worked in the Studebaker plant when I was a 'youngster.' Had my hands in a lot of those models back then."

"You worked on the '40s?"

"Yes, and the '41s...before I got drafted," he said.

He told me he was a helper, how he'd done different odd jobs on the line, and how he used to drive them out to a holding lot as they came off the line. He said there weren't "robots" welding or assembling back then. Most everything was done by hand. We chatted for a while until I had to end the conversation. I was two minutes from being late. I regretted having to leave, certain he could have told me great stories, and being in a hurry, I neglected to give him my card or get his name.

Here it was, some 40 to 45 years past the date my '40 Studebaker Commander rolled off the assembly line, and even if a man were 20 years of age when he worked there, that'd make someone that worked on the line, at least 60 to 65 years of age in the '80s when this incident took place.

And that takes me back to Ryan, thinking about hot rods all day long and every waking minute... and guess what? Hate to say it, but thinking about hot rods doesn't get any easier, or any less, as you get older...it's in the blood.

◆OSR◆

1959

Cosmic Camino

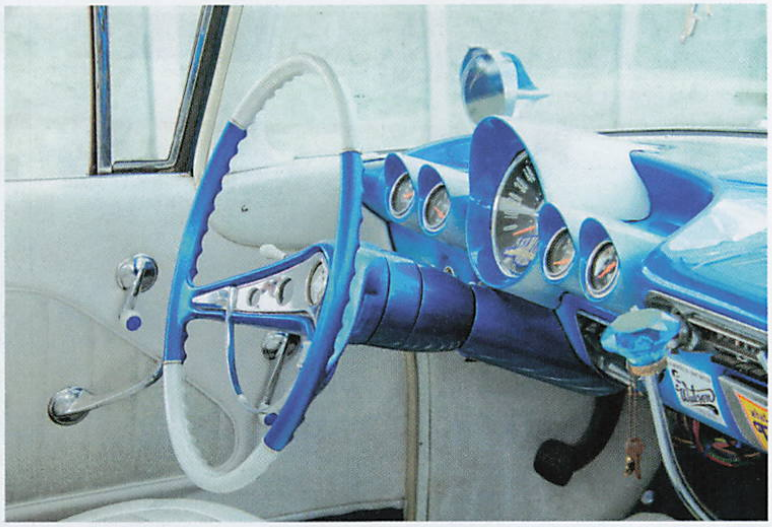
BY: JOSHUA ELZEY

It all started about a decade ago when Bruce Comboni's awesome chopped black '53 truck was totaled by a drunk driver in Connecticut, which was not so awesome. Bruce proceeded to recreate the truck, but when all was said and done, it just wasn't the same. In the meantime, he had been searching for other projects. He'd always wanted to build a '59 El Camino, and he just so happened to come across a blue one. The owner was looking to trade it for a more finished project. The '59 was out in Illinois, where it sat in pieces and shambles with a seventies muscle styling. Its black interior made it seem like a Chevelle with an El Camino body. Without seeing it in person, Bruce and the owner worked out a trade. Bruce pulled the trigger out of frustration. He wanted to start another project from scratch, so why not something on his bucket list.

Once the car arrived, Bruce was glad it was a runner, although it was missing glass and some trim. The most significant discovery was that the rear quarter needed to be cut off as it had an inch of Bondo on top of the fin itself! Adding that on the 'to-do list,' first up was the seventies mods! Out went the monster tach, ratchet shifter, weld wheels, and anything else that screamed muscle car. Bruce immediately got some new 15x6 wheels as every one of his projects starts with a wheel combination to set the foundation of the build. After trying out several hub cap combos such as Cadillac, spyder, etc., he felt the '59 Lancer caps gave the best look. He then lowered the car with 3-inch drop coils all around.

The interior was all redone in white using the same Caddy bench seat that came with the car, but the door panels, rugs, and headliner had to be reupholstered. Bruce drew out the designs, and then his Upholsterer, Gregg Franzino, owner of Fairfield Auto Upholstery, did his magic. This also included the bed cover to match. A '59 Impala steering wheel replaced a goofy Grant steering wheel, and Bruce made a console around the shifter from a bicycle fender. While committed to the interior, Bruce decided to overhaul the dash in blue and white pearl with several patterns and fades. The aftermarket gauges came with the car and looked like old ones, so Bruce didn't see the need to change them out. He then proceeded to touch up the body here and there for several years. During that time, many recall seeing the blue body with little primer patches all over as he drove it around New England.

One weekend, with his buddy Paul, he went to 3-4 different shows. The car was a dream the entire time, but at the last show, it started to sputter a bit. Bruce got it home thinking it might be dirt in the fuel lines, so he let the car sit for a few days before deciding to take it to work because the guy out back was good with carburetors. He double-footed it the whole way to the shop and then let it sit outside to cool down for a few hours. While backing into his shop, the car backfired before immediately going up in flames, with flames coming from under the hood and through the shift hole in the console. As it turned out, a fuel line had just burst, spewing gas over everything! Bruce opened the hood while



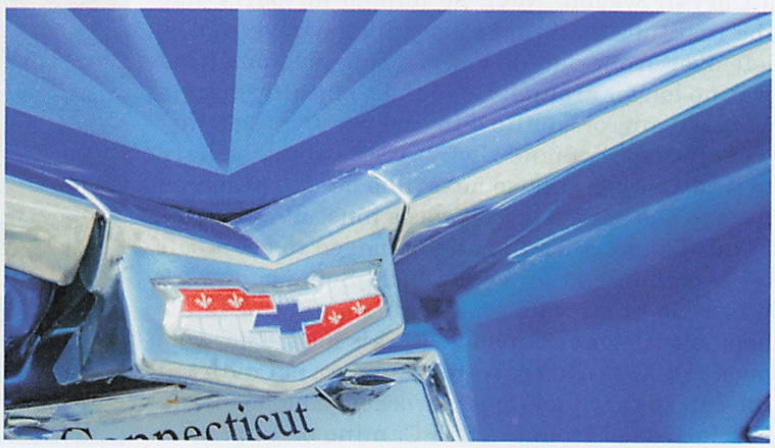
1959

the other guy grabbed an extinguisher, which helped minimize the damage. Although it burned out the ignition and did some engine bay damage, they got the Elco back up and running the same day. Thankfully it happened at the shop, or this could have been a completely different story and outcome! Still, a stain from the fire remains in front of the shop...

Two years ago, Bruce grabbed a hood from the back of the shop to cut out the '53 Merc scoop to add on the '59 hood. He wanted to do the scoop on the hood to set it apart from other custom '59s but still keep the vibe seen during that era on the T-birds and Mercs. He also eliminated the bed trim around the bed opening to make the fins look smoother and longer. Once the bed trim was off, you could see the body line, which made it look unfinished. So behind the door, on top of the quarters, a piece of trim was added from the front fender of a Corvair wagon. Next, he hunted for parts, like the real tube grill that a friend happened to have left over from one of his previous customs that was no longer around. He found some aftermarket Yankee mirrors online in the $300 range that went for nearly $600! He figured it would be hard to find another pair, so next time he was prepared to go to at least $500, as it was a must-have for this build. The next auction, he managed to get a pair for less than $50 for added luck! Some bodywork was done to relocate the mirrors and remove the hood birds, which finished off this mod. The swap meet cruise skirts are from a '49 Merc but didn't fit the car, so they had to be reworked. The headlight bezels are not from a '59 El Camino or Impala. A

friend had given them, so Bruce is unsure of what they are, but they fit and look better because they are chrome instead of polished aluminum. Bruce even made his own Lee-style lenses that eliminate the reverse light, and while made for the '59s, they are near impossible to find.

Last but not least was paint! However, when it comes to this, nothing is ever written in stone until Bruce gets the car into the booth, so no one really knows what will come out. His business partner at Hammer City Customs, Michelle LeFrancois, jumped in to help layout the lace and place the fades down before adding the fan piece on the tailgate. The lace panels were created using doily cloth found at the Salvation Army and strategically starburst with paint, creating a bit of color shifting with the added blue metal flake layer. Bruce initially didn't want to paint the car blue, given the original color, but having redone the interior first, he continued on this route. The '59 now gleams in the sun with its drastically contrasting interior, reliably hugging the asphalt as Bruce drives throughout the New England and Tri-State regions, which seem to stretch for miles.



TECH SHEET

OWNER: Bruce Comboni

VEHICLE: 1959 Chevy El Camino

SUSPENSION: 3" Drop Coils

TIRES: Coker Wide Whites 15"

LOCATION: Shelton, CT

ENGINE: SB400 w/ Cal Custom valve covers

TRANNY: T-350

WHEELS: 15x6 Steelies w/ '59 Lancer Caps

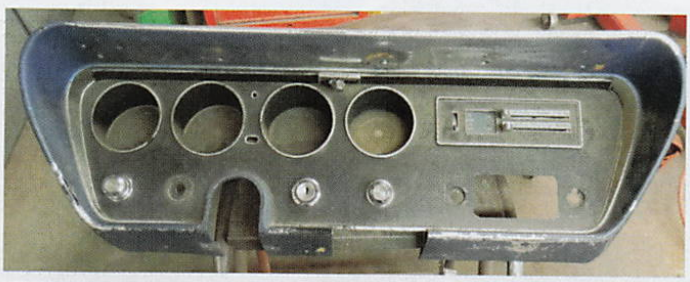
MURPHO'S RODS & CUSTOMS TECH

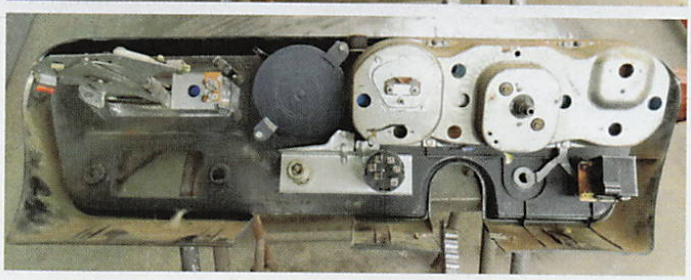
Gauge Cluster/Dash Insert

Luke Merrill of Tinman 2 Kustoms

Making Your Own Gauge Cluster/Dash Insert

Gauges are your only measurable communication with your vehicle. They tell you when things are wrong or when things are right. I deem them as an essential aspect of every hotrod build. With the availability of quality, modern instrumentation and the need for reliable performance, many people ditch the original instrumentation that came in their project vehicle and replace it with something that's more suited for their needs. However, sometimes the expensive "bolt in options" just aren't in the budget. So, throughout this article, I will be fabricating a simple homemade gauge cluster to fit in a Rat Rod inspired 1966 Cummins swapped Pontiac Tempest (GTO). The need for each particular gauge (i.e. water, oil, voltage, etc.) and the style of dash will vary from build to build, but the concept is universal.





While there are numerous options on the market for "bolt-in" style dashes and/or gauge clusters, as well as receivers that use a Bluetooth phone app to display

Materials Needed:

- **Steel, aluminum, or other Rivets/Fasteners**

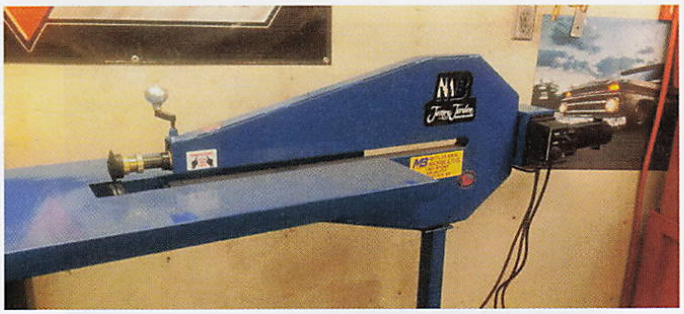
Necessary Tools:

- **Sheet metal cutting tool** (any type will work)
- **Drill & hole saws** &/or punch sets
- **Angle grinder**
- **Layout tools**
  - › Sharpie
  - › Tagboard
  - › Tape Measure
  - › Ruler

Beneficial Tools:

- **Clecos** or similar (basically temporary rivets, see pictures or a Google search to learn more)
  - › Summit Racing has the best value clecos that I have found (#SUM-G1850, approx. $35 set)
- **Bead roller** (Many different styles of beads & machines are available)
  - › I have a couple different bead rollers that I use myself. One of which is a Powered Mittler Bros Jamey Jordan Series and the other is manual crank Niagara. For the average Joe that wants to do small projects like this or build basic panels for a hotrod a manual roller will work just fine, but if you want to do more or plan to use it more than a few times a year, there are many powered options on the market as well.
    - *I have found that the best value powered bead roller is made by Eastwood (#20622 approx. $1100)*
    - *The best quality powered bead roller is made by Mittler Bros (#202-36NV-B-K approx. $3400)*
    - *The best value manual bead roller is made by Summit racing (SUM-917088 approx. $200)*

digital gauges on your phone, the DIY route- outlined in the following 10 simple steps- is the route that many of us creative, budget thinkers would generally prefer.



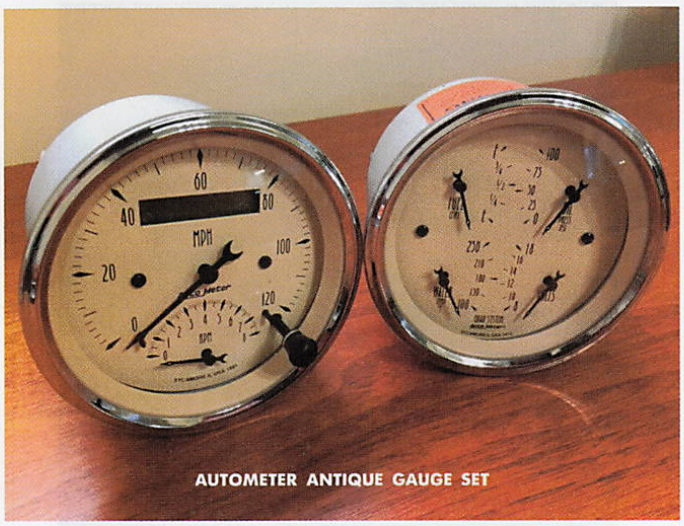
STEP 1:

Determine what you need for gauges and the sizes that can be fit in your location. I would say it's most common that people run three or more 2.0625" accessory/indicator gauges along with a 3.375" Tachometer & speedometer.

MOST NECESSARY INSTRUMENTATION (IN ORDER OF MY OPINION):

- Water Temperature, Oil Pressure, Boost (If applicable), Tachometer, Fuel level, Speedometer, Pyrometer and/ or Wideband (Air/fuel ratio), Voltage, Transmission Temperature, Fuel Pressure, etc.

Tip: If you are tight on space, some good options for "multi-gauges" (A single gauge pod with multiple needles/gauges inside) have become more readily available over the last few years. One good option for quality multi-gauge instrumentation in a hotrod is the AutoMeter # ATM-1820, which has a nice "antique" look, but the reliability of modern technology inside.



AUTOMETER ANTIQUE GAUGE SET

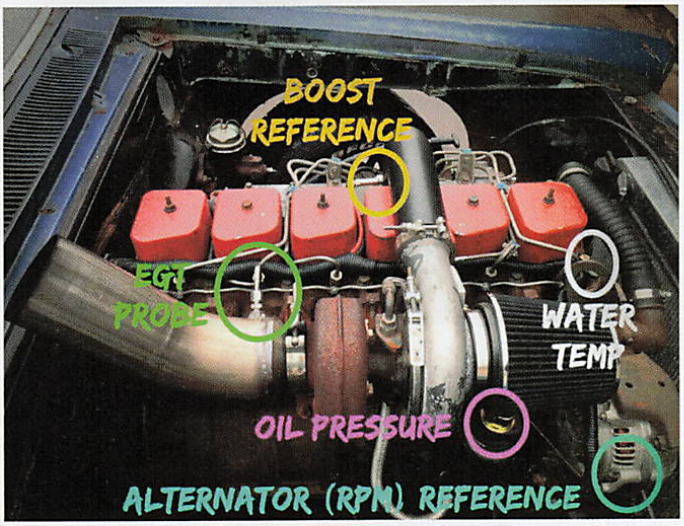
STEP 2:

Acquire your desired gauges.

Tip: Sometimes eBay or swap meets can provide some cool vintage gauges if you're trying to go vintage with instrumentation. Otherwise I almost always personally use AutoMeter gauges.

For this example we have chosen AutoMeter instrumentation as outlined below:

- (Four) 2.065" "Ultra-Lite" Gauges (Water, oil, pyrometer, boost)
- (One) 3.375" "Ultra-Lite" Electronic signal Speedometer
- (One) 2.625" Diesel specific tachometer



STEP 3:

Remove the original dash/gauge panel, while making note of how you may mount the new panel that you will be making.

- For this example I cut out the meat of the removable dash piece, while leaving a 1" tab around the entirety of the dash for mounting purposes. This part will vary from vehicle to vehicle. Some dashes may be easier than others to work with; this one worked out fairly easily.
- I used an air grinder, with an empire abrasives 4" cut-off wheel. A dremel , multi-tool or air operated body saw would also work fine for this. I prefer a grinder style cutoff wheel because it cuts faster than a dremel carbide and shakes the panel less than a body saw would.
- When cutting plastic with an abrasive cutoff wheel, make sure you clean off the disc as needed if it sticks to the disc (using a piece of steel as a sacrificial grinding stone).

CUTTING OUT ORIGINAL CLUSTER

LEAVING 1" FLANGE TO MOUNT NEW CLUSTER

- Once removed, I quickly clean all the edges with my Milwaukee m18 grinder and an 80 grit flap wheel.

STEP 4:

Make a pattern/template using cardboard or tagboard (this reduces chance of messing up on the material you will actually be using)

Tip: I highly recommend using clecos (Or similar) to hold the template in place and test fit/trim your template material. Spending extra time on making a quality template will help save time in the long run. Also remember that the material you will be using is most likely not as flexible as paper/cardboard template: I.e. if you have to bend or manipulate the template to fit into your location then it won't work as well with your final material because of the rigidity of steel/aluminum.

STEP 5:

Determine the material to be used on your panel:

Tip: Thickness of material required will vary based on size of the panel, number of gauges, weight restraints, etc. I normally use 18 gauge steel or stainless and put some bead rolls or bends in it for added strength & appearance. You can also use aluminum (I've used anywhere from .050" to .250", just depends what you're trying to do and if you beadroll it).

- For this example I am using 18 gauge (.050" thick) cold rolled steel (approximately 29"x8") with one 80 degree bent flange and one bead roll.
- For nice bends, I use a Roper Whitney 18 gauge sheet metal brake. But there are a multitude of ways to bend your material.

STEP 6:

Use your ACCURATE template to trace onto the material you will use.

Tip: A sharpie/marker usually works the best. I recommend cutting to "leave the line" in most cases, so you can slowly trim down to a precise fit. This comes back to the popular saying: "It's easier to take off more material than add material back on." Sharpie can be easily removed from your material using paint/lacquer thinner, versus if you use a scribe or something that cannot be as easily removed from the surface if needed before painting, etc.

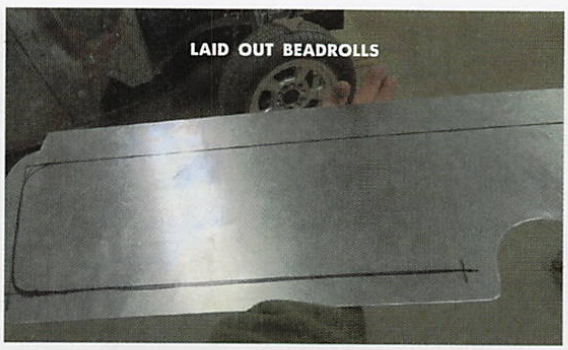
STEP 8:

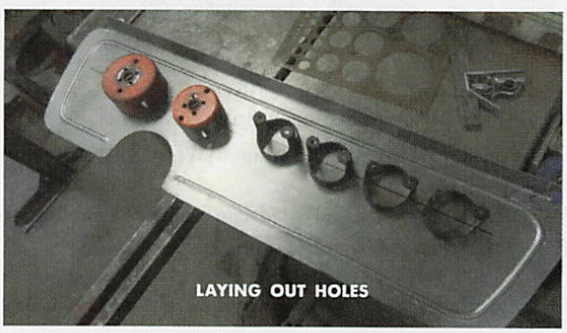
Layout the gauges and any other items you would like in this cluster.

Tip: Planning, marking and center-punching your layout is crucial to getting a professional looking result. Also make sure to consider the size of each gauge bezel when laying out your gauge holes; if they are too close together the gauges will not fit. Sometimes I will take some paper and cut out round templates (same size as gauges) to use and move around on the cluster template to see how they might look arranged in certain ways.

For bead rolling: Mark & plan your beads with a sharpie. Obviously not everyone has access to a bead roller. If you do not utilize beadrolls, you will want to use thicker material.

- For this example I also included some of the original switches on the gauge panel. Often-times switches and/or indicator lights (blinkers) are included in custom dash panels.

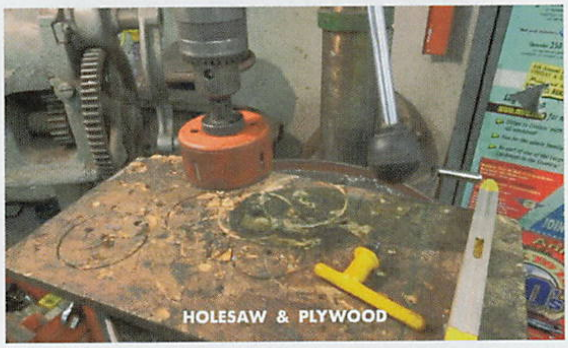


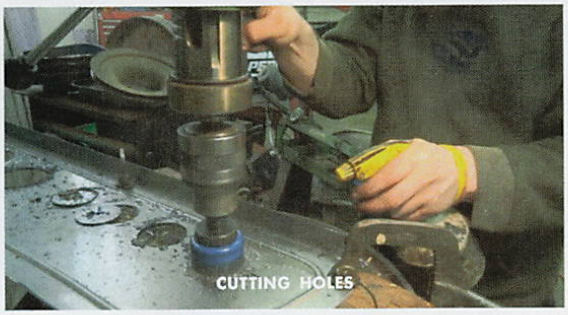


STEP 9:

Use hole saws & drills to cut the holes in your material for gauges, switches, mounting holes, etc.

When drilling or cutting holes make sure to have your material clamped securely; sheet metal can become dangerous while drilling. I put a 3/4" piece of plywood under my material while cutting out holes with hole saws, to avoid any deformation in the panel as a result of using the hole saw. The steel and plywood are both securely clamped to the table of the drill press.


HOLESAW & PLYWOOD


CUTTING HOLES

TIP: Mittler Bros also sells hole punch sets, which can punch holes for gauges without the hassle and mess of using hole saws. They are an investment, but if you use them enough they pay for themselves in time savings.

PUNCH SET

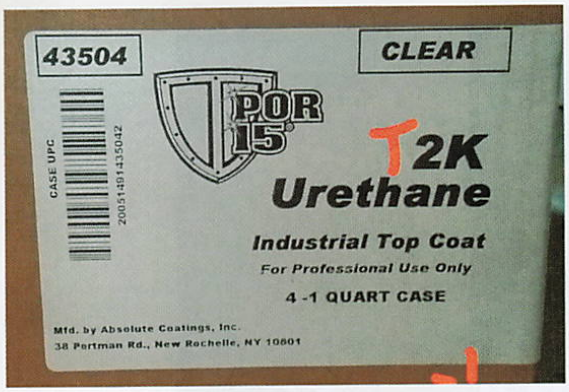
STEP 10:

Clean up all the edges, give the cluster the desired finish & mount it!

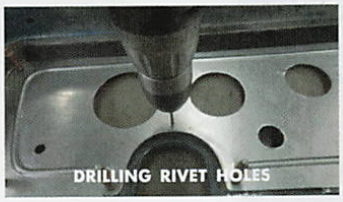
Tip: If you want the material to look expensive or artistic, use some scuffpads (I have pictured an empire abrasives scuff pad), which can give a very nice "Brushed" look. Clearing over that will maintain the look for a long time. The best clear finish (I have found) to apply DIRECTLY to a bare steel surface, without any primers, is the "2k urethane" by Por-15. POI-43504

EMPIRE ABRASIVES SCUFF PAD

"BRUSHED" FINISH



For this example I used rivets to mount the cluster to the dash (If you want your cluster easily removable you will want to use small bolts rather than rivets)


DRILLING RIVET HOLES

CLECOS TO HOLD IN PLACE

DONE

DONE

There it is; 10 basic steps to making a basic gauge cluster in your backyard garage. If you want to see these steps outlined in video format, here is a link: https://youtu.be/DtqW3im2nKo

Within some of my future articles through Ol Skool Rodz, I will lay out additional sheet metal techniques that can put your gauge cluster (and any other parts) onto a higher level of quality. If you'd like to fabricate something a little more intricate in nature, make sure to check out & subscribe to my YouTube channel: https://youtube.com/tinman2kustoms

TINMAN 2 KUSTOMS

Luke Merrill

youtube.com/tinman2kustoms

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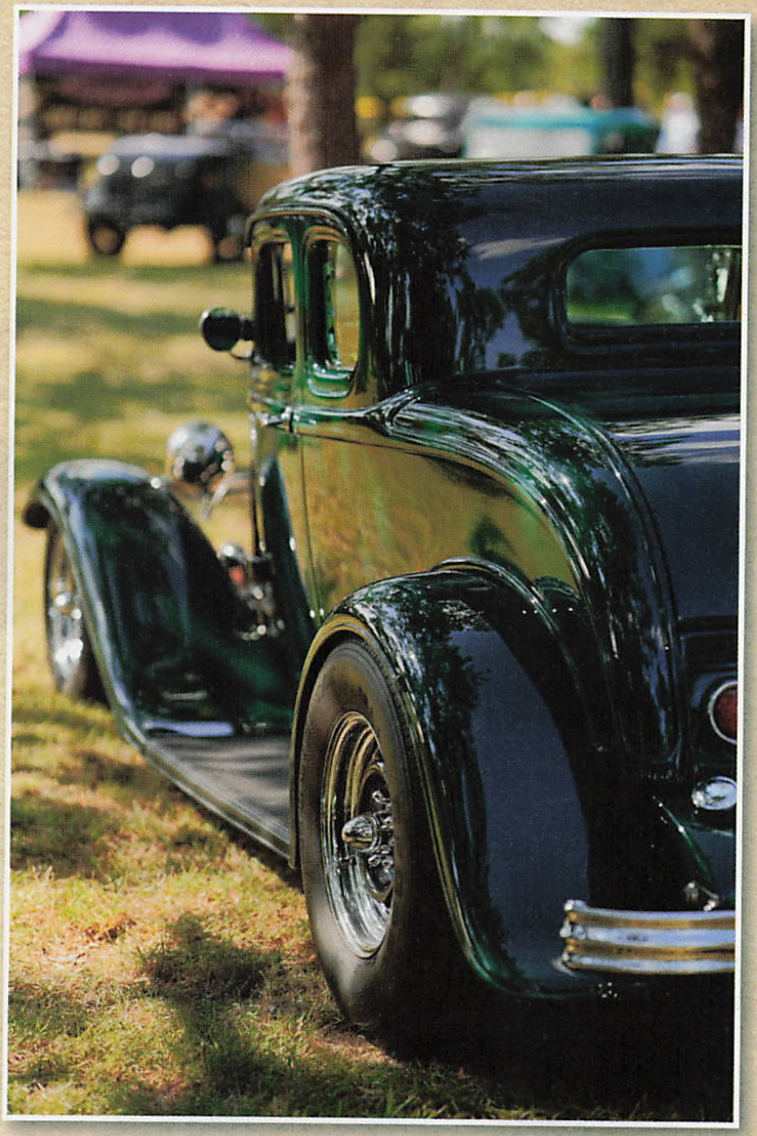
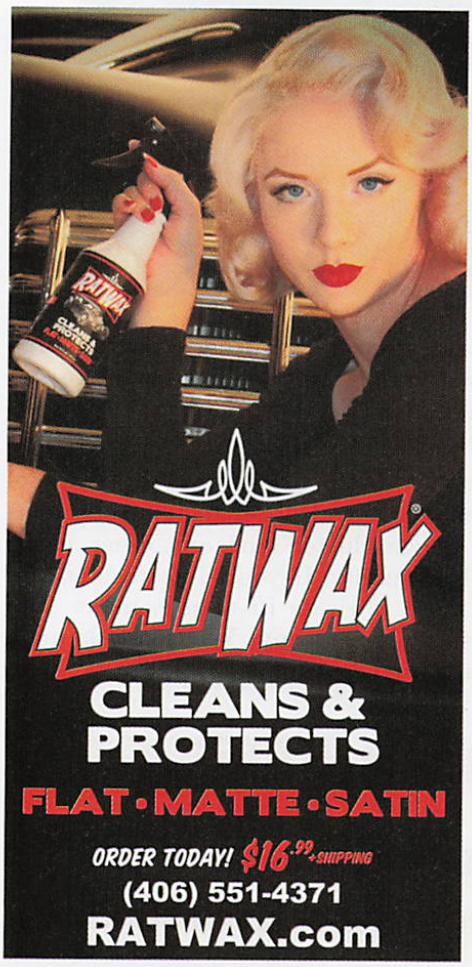


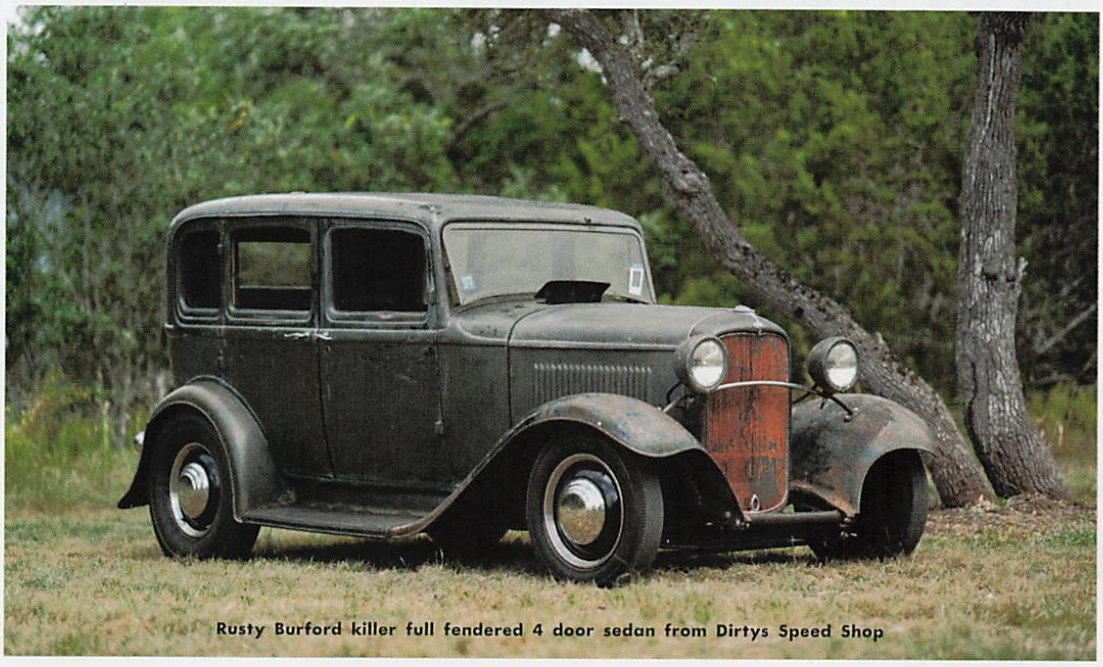


Deuce Reunion

WORDS: ROGER GONZALEZ | PHOTOS: RYDER BURFORD

Hot rod owned by Mike Kilen

Chris Shuler's survivor 5 window

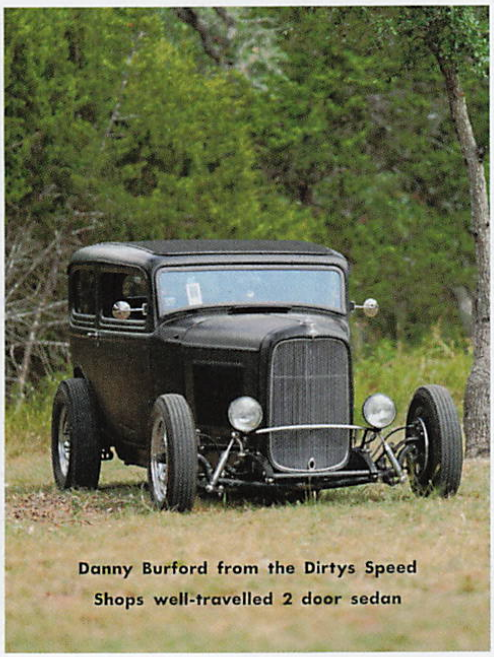


Rusty Burford killer full fendered 4 door sedan from Dirtys Speed Shop

Roger Gonzalez's rare flathead powered Vicky

Danny Burrough, owner of Bruce's Rod Shop in Spring, TX

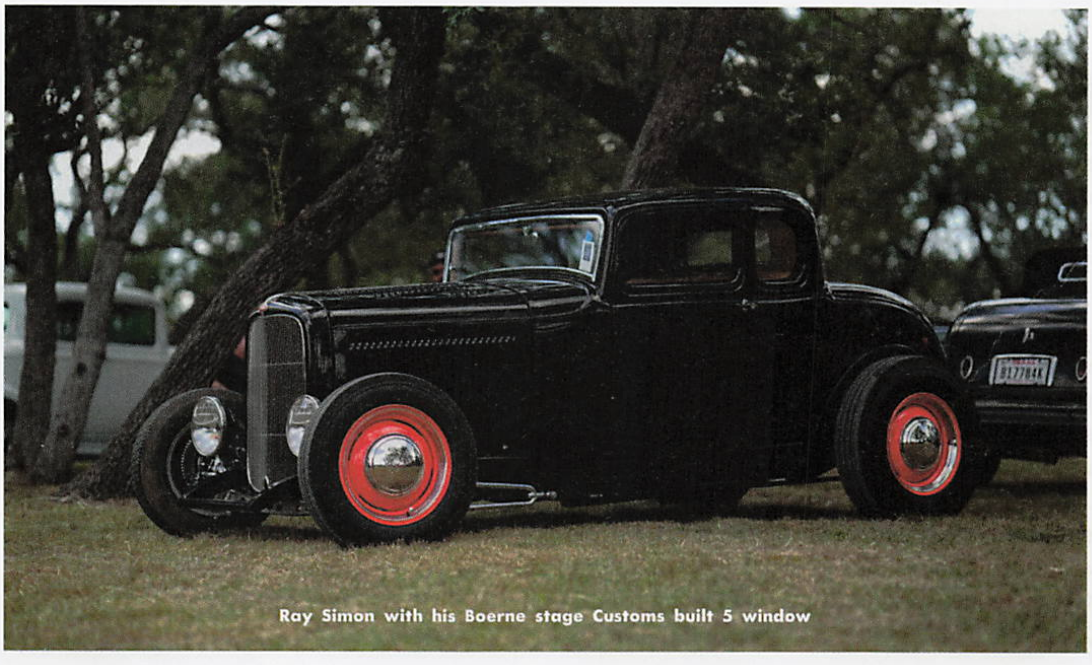
On September 17,2021 held the 45th annual Deuce Reunion in Johnson City, TX in the beautiful Texas Hill Country. With around 100 deuces in attendance made for an epic deuce reunion. All types of deuces came from all around the country. It was held at the West Henly Boil Shack which has amazing Cajun style food. Roger Gonzalez, Will Martinez, and Rudy Morales are the organizers for the event. The event included a reliability run on Friday September 16th through the Texas Hill Country.Saturday was the big show. This year we added a specialty parking for any non 32 Ford that wanted to enjoy the show. Awards were given for long distance,original,best coupe, best roadster, best sedan, best commercial, and hard luck. It was an awesome day of deuces. Oct 29, 2022 is the 46th annual Deuce Reunion in Kerrville,TX. Hope to see everyone there!



Danny Burford from the Dirtys Speed Shops well-travelled 2 door sedan

Todd Stamm of Sugarland, TX 1932 Roadster

Jeff Petersons Chevy powered weathered roadster



Ray Simon with his Boerne stage Customs built 5 window

Oscar Vera from Taylor TX

Roy Munoz's 1950 custom Merc from San Antonio, TX

Rick Love from Vintage Air's 1932 5 Window window

90 years of Ford V-8s

In 1929, the Great Depression was in full swing, but Ford Motor Co. was trying hard to be optimistic about the future. Henry Ford cut the prices on his cars and raised the wages he was paying workers. A headline in News Week read, "Ford waves aside Depression." For his next trick, old Henry would develop a new-for-1932 Model 18 with a V-8 engine that could keep up with The Great Gatsby's bright yellow Duesenberg.

Ford himself was essentially his company's chief engineer. He was said to have an uncanny sense of things mechanical and a knack for selling new technology. He knew that his competitors such as Chevrolet, Chrysler and other automakers had no plans the develop a low-priced V-8. During the '20s Ford's lab had experimented with eights, twelves and even an X-shaped 24-cylinder engine. Test results convinced Henry that his best option was a flathead V-8 that most any car buyer could afford.

"We're going from a four to a V-8 because Chevrolet is going to a six," Ford told Fred Thoms, his engineering assistant. Thoms was instructed to buy as many V-8s as he could and he wound up with nine of them, which were lined up in a row. Then, Ford checked each one to determine if they had too high a price or too many components.

Most of the engines did not have a single, solid, rigid block—a criteria that Henry Ford considered a necessity. "Two things bolted together should be a single thing," he would always say. People told

A Deuce Coupe at the Symco Rod & Kustom Weekender

The Courtney Roadster is an A body on Deuce frame rails built by Dick Courtney.

The Ricky Nelson roadster was used on the "Ozzie & Harriet" TV show.

It all started with the '32 Deuce

BY: JOHN GUNNELL

Henry that he was crazy, but he directed Thoms to make casting patterns for what he wanted and took them to his Rouge foundry to have his V-8 made. By May of 1930, the first experimental flathead Ford V-8 was ready. A second version came in November. Over 24 additional variations followed.

Work on the V-8 was caried out in Greenfield Village, which is joined with the Henry Ford Museum in Dearborn, Mich. today. Initially, the V-8 idea was put on the back burner because of the Great Depression worsening and the four-cylinder-powered Model B was planned for production in 1932 as an improved Model A. But Henry hated that idea and called for a meeting with his son Edsel on Dec. 7, 1931. He told his beloved offspring that he thought the V-8 was the right thing for Ford and an hour later it was back in the plan.

Since Model Bs were already coming off the production line, the line had to be changed and machinery had to be relocated. Some employees and some customers still favored a four, so Henry relented halfway and decided to market both cars. Model B production continued, but on Feb. 11, 1932, Ford confirmed to The Detroit News that the first public showing of the V-8 would take place early in March 1932.

Due to last minute engineering changes, that deadline was missed and the debut was put off until April, but on the last day of March, 5,501,952 people coast-to-coast got to see the New Ford V-8. By that time, Ford was sitting on 100,000 orders for 1932 models, seventy-five percent of which were for Model 18 V-8s.

The engine had a 3-1/16 x 3-3/4 bore and stroke giving a 221-cu. in. displacement. The factory advertised 65 hp. The Ford weighed 600-700 pounds less than competing straight eights from Buick, Pontiac and Willys. It could hit a real 76 mph, which was a high speed in those days. The '32 Ford also had torque-tube drive; a single-plate clutch; a selective sliding gear transmission with synchro on second and third; an I-beam front axle; a three-quarter floating rear axle; transverse cantilever springs front and rear; self-adjusting Houdaille double-acting hydraulic shocks with thermostatic control; rubber-insulated spring shackles and shock links; four-wheel mechanical brakes; electrically-welded one-piece steel spoke wheels; a double-drop frame; an all-steel body and a shatterproof windshield glass. There were 14 body styles available from $460 to $650.

A relatively short 106-in. wheelbase gave the '32 Ford an especially lovable look. "The modern trend is reflected in the style of the Ford V-8," the company said. "The basis of the new Ford's beauty is its air-flow body lines." Ford said that the new, streamlined styling was, "expressive of the 1932 Ford's new speed and power."

The front end was streamlined and had a V-type radiator shell, a smooth hood and a 10-dregree-slanted windshield. The front roof line was more rounded than the Model A's and had no sun visor above the windshield. Closed-body Fords had easily-adjustable front inside visors. The top, sides and rear of the body had graceful curved lines.

Ford claimed its styling lessened wind resistance and upped the speed and fuel economy of the Ford. The interior featured handsome upholstery on deep, comfortable seats that sat low to match the car's lower center of gravity. Safety glass was optionally available in all windows. Handsome hardware was seen inside and outside the body.

Despite the shorter wheelbase, the V-8 was roomier than a Model A. The steel panels had reinforcing beads to increase their strength and eliminate drumming noise. Wherever possible, Ford used welding and riveting to form firm, quiet joints. In places where the body panels were bolted together, strips of anti-squeak material were used.

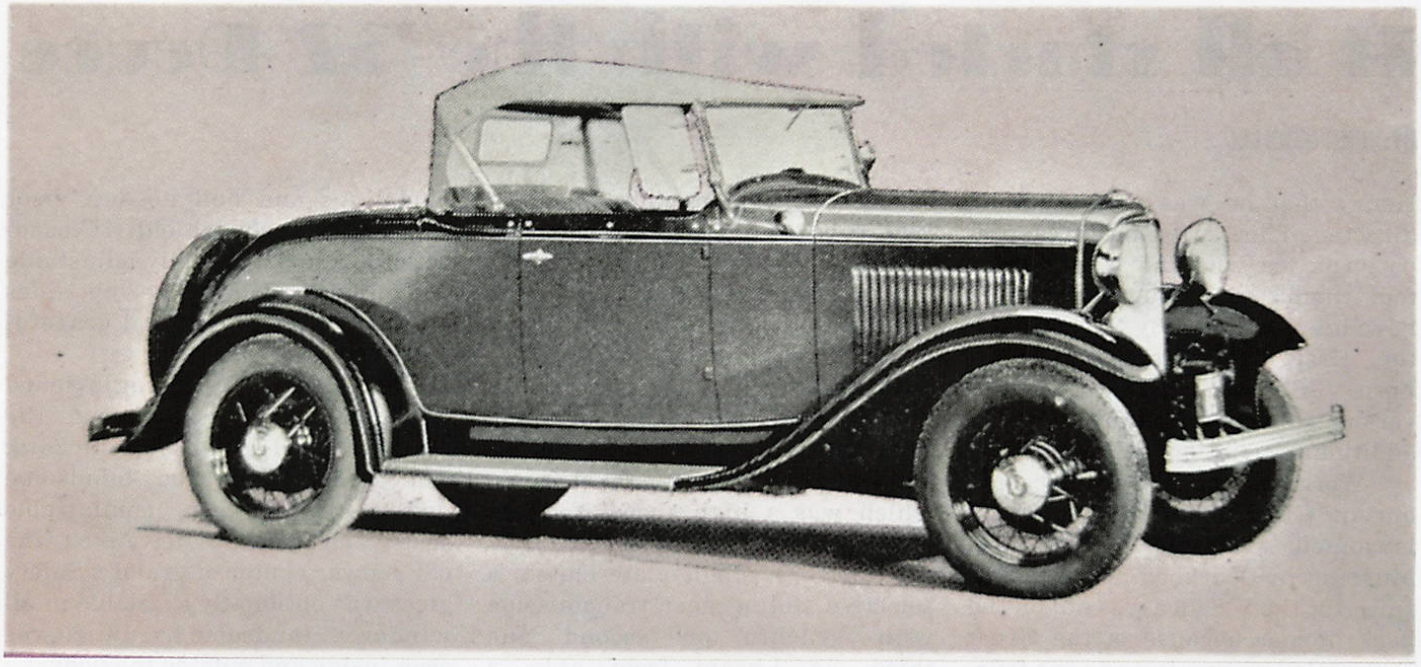
The '32 Fords were offered in a wide choice of colors. The hard trim items, like body moldings, were made of bright metal. Pin stripe colors harmonized with the body colors to accentuate the graceful bodies. No spark lever was needed since the '32 Ford had automatic spark control. A Ford fuel pump—which was operated by an eccentric on the camshaft—drew fuel from a 14-gallon tank mounted at the rear of the frame.

It's modern features and high performance were characteristics that endeared the flathead Ford to both racers and hot rodders right from the start. The '32 Ford was

Fred Steele of Massachusetts built this roadster between 1951 and 1953.

Famed Italian coach builder Pininfarina did this Deuce for the Paris Auto Show.

A channeled '32 Deuce Coupe at the Symco Rod & Kustom Weekender.



certainly fast and furious. A June 14, 1932 road test conducted by the British magazine The Motor reported that the Deuce could go from 0-to-60 mph in 16.25 sec. Top speed in high gear was 76 mph which was "off the chart" in 1932. Second gear speed was 57 mph.

A famous Kirk Patrick photo shows a Deuce Cabriolet Convertible and Roadster at the Indianapolis Motor Speedway serving as Official Cars for the 1932 Indy 500 race. Before long, the "Brickyard" created a "junk" racing class for Ford V-8-powered cars because the race had lost some of its excitement and crowd appeal due to expensive Millers and other racing marques dominating the winner's circle.

In the '30s people stayed closer to home and nearly every hometown had a race track shared by horses, cars and anything else that made for an interesting race. In Illinois, the Elgin Road Race for Stock Cars became a popular event and Indy driver Fred Frame won the 203-mile competition with a flathead Ford V-8. Fords were also popular contestants at West Coast tracks such as Mines Field and Ascot Legion Speedway.

The West Coast oval track races led to straight-line racing on the dry lake beds of Southern California and the beginning of the hot rod sport. "We didn't know about hot rods yet," Ed Iskenderian once told me. "Around 1933, when I was 12, I would see older guys driving stripped down Model T Fords or Whippets. We called them 'Gug Jobs' for 'Get Up and Go's," or 'Hot Iron.' We said 'hot rods,' too."

Iskenderian said that he found out where one car owner lived. The hot rodder told him that if he really wanted to see a lot of them, he should go to the dry lakes. Ed hitched a ride to the dry lakes and there were hundreds of hot rods. Most were Fords. They came from different parts of California. Every owner had his own ideas. At the dry lakes, Iskenderian and his friends watched the cars run time trials. Some of them hit speeds as high as 140 mph. Despite the long drive to the lakes, "Isky" got involved in hot rodding.

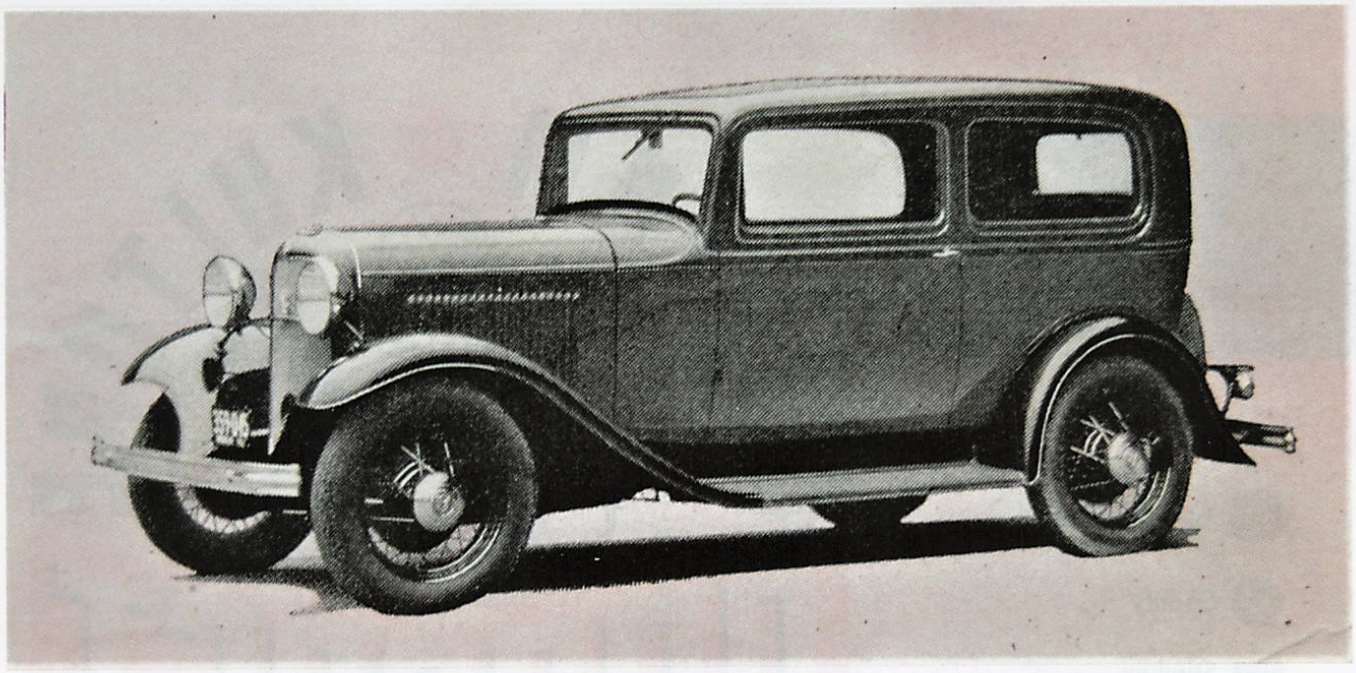
Many others did the same. As Tony Thacker noted in his book '32 Ford the Deuce A formal and sporting history of Ford's first V-8 and the Model B (Ospray, 1984-1985), "There was already plenty of speed equipment for Ford's four-pot, but the lakes proved to be the breeding ground for a new generation of innovative engine tuners—tuners who ran their engines near to the melting point and coined the phrase hot rod. As soon as the more streamlined 1932 models appeared they were adopted as the racers' favorite, especially the 'air-flow' grille shell which was tacked on the front end of Ts and As alike.

As American GIs returned from fighting in Europe in World War II, the sport of hot rodding really took hold. It was more prevalent in Southern California where the weather was friendly to open cars and year-round racing. However, it slowly and surely spread across the Bible Belt and made its way to the

A Deuce roadster with the traditional hot rod look nailed down nicely.

A '32 roadster in the vintage RV area at the Symco Rod & Kustom Weekender.

Like many early postwar hot rods, L'il Devil has hand-painted graphics.



East Coast as well. This hobby. . . or "sport," as my friend Tex Smith used to always call it . . . became an American legend and the '32 Ford Deuce was the car that best represented that legend.

The late-'40s became the golden years of lakes racing in California. Pioneer speed equipment makers including Vic Edelbrock, Ed Winfield and Stu Hilborn raced at these venues. In 1948, Robert E. Petersen began publishing Hot Rod magazine. According to Ed Iskendarian, "I didn't know when the first issue of the magazine was coming out and missed putting an ad in it. I got into the second issue and, by golly, I started getting letters. The quarter-page ad was two column inches and cost me $5 an inch. Pete Petersen came up the steps to my apartment and walked through the kitchen to collect his $10."

The dry lakes racers came back from WWII with a lot more knowledge about stuff like aircraft superchargers and so on." Iskenderian said that the racers were able to apply their new skills to their passion. "When Hot Rod magazine came out, we had a way to share all the things we'd learned." Iskenderian started marketing camshafts in the early days of postwar hot rodding. "In 1948 I shared a booth at the first hot rod show at the Los Angeles Armory with Ansen. Pete Petersen was the promoter," Iskenderian recalled.

On the East Coast, where this writer grew up, midget race cars and jalopy or Hollywood stock cars were the big attraction. Some early midget cars used the smaller V-8-60 Ford V-8 and the '32 Ford coupe—rather than the dry lakes roadster--was popular with the jalopy-car drivers. We attended stock car racers at Weissglass Stadium in Staten Island, N.Y., (known as "the fastest fifth-mile in the East") and the big thing you waited for was when a Ford V-8 driver lost control and his car wound up hanging in the fence.

Tony Thatcher noted in his book that hot rodders are responsible for the large number of '32 Fords that survived into modern times . . . and it's true. Tastes have changed in how hot rods were built over the years, but the Deuce was always a big part of rodding whether the car was a Highboy Roadster, a surfboard-equipped Deuce coupe or a fiberglass-bodied Tudor with a SBC V-8. What car-loving kid of the '50s or '60s didn't put together that AMT 3-in-1 kit with the devil's head decal that fir nicely in the grille?

2022 marks the 90th birthday of the Ford V-8 and the dandy Deuce. And there's only 10 years to go until we celebrate the centennial of the '32 Ford. Better start getting ready for the party!

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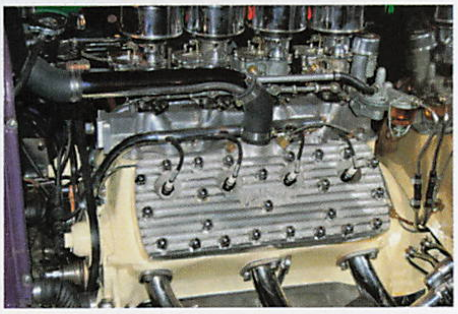
This '32 Ford roadster was shot at the Milwaukee Mile stock car track.

Roadster out of Waukegan, Ill., wears 1932 Illinois license plates.



Ford's legendary flathead V-8 fitted with some hot rod goodies.

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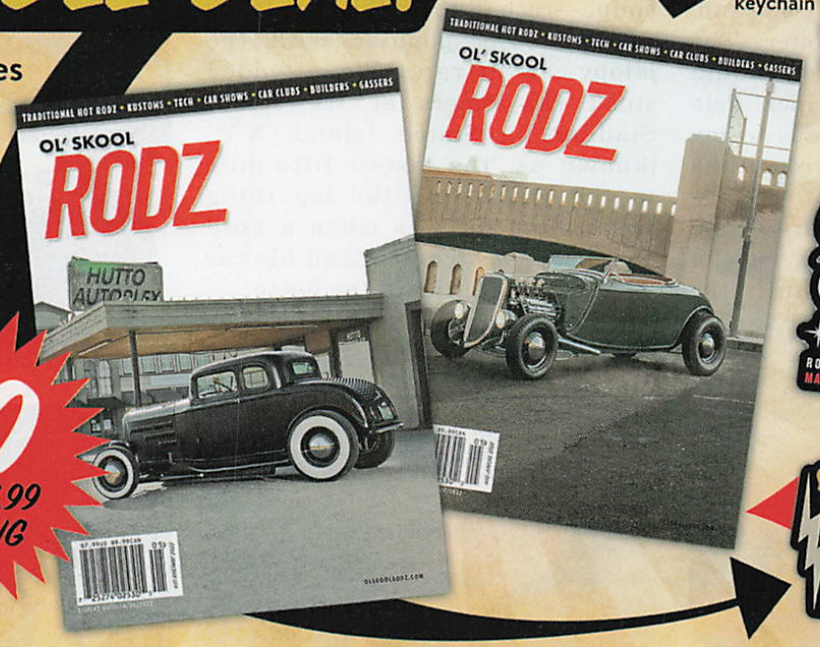

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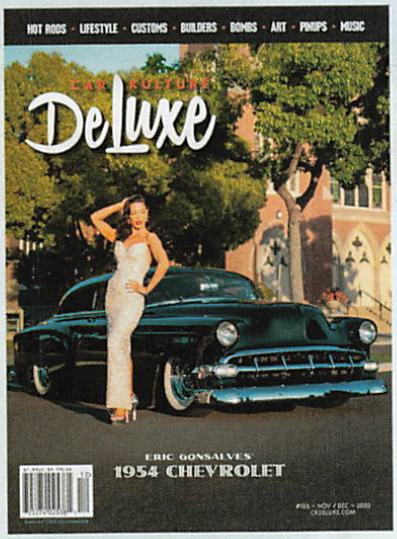

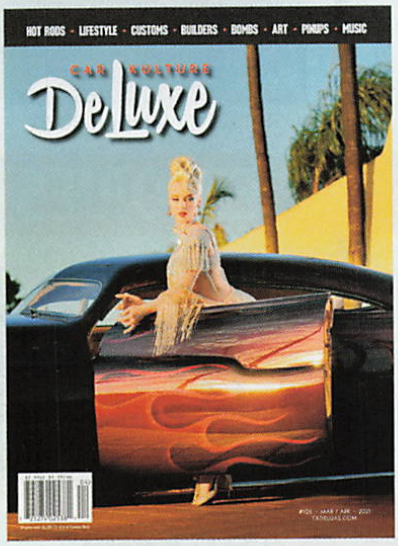

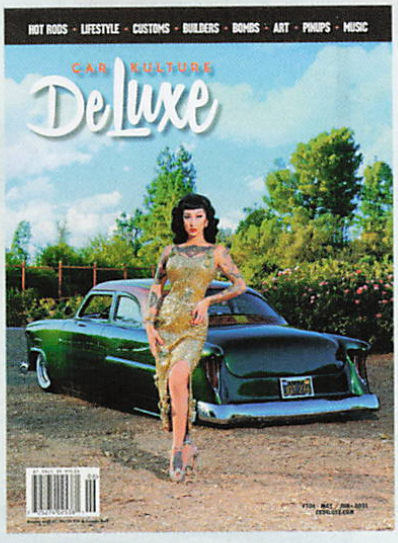

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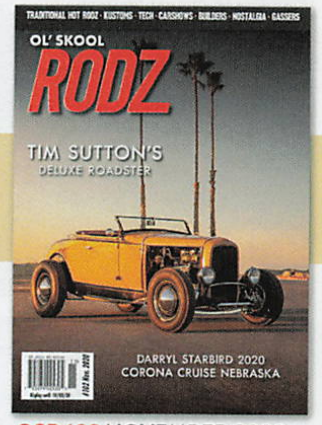

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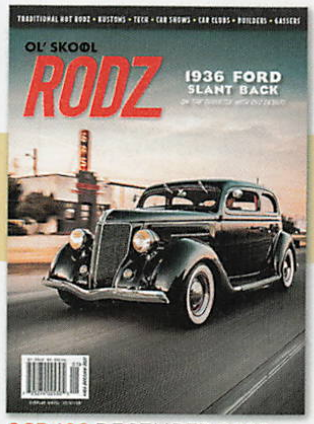

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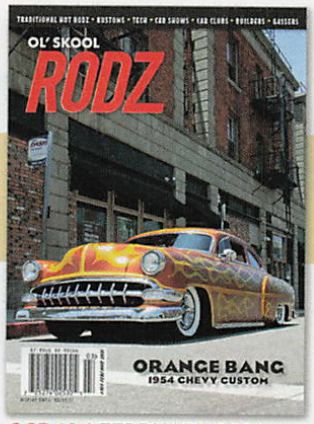

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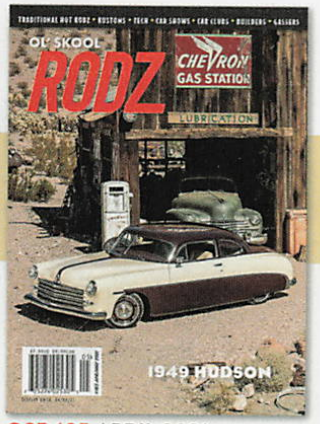

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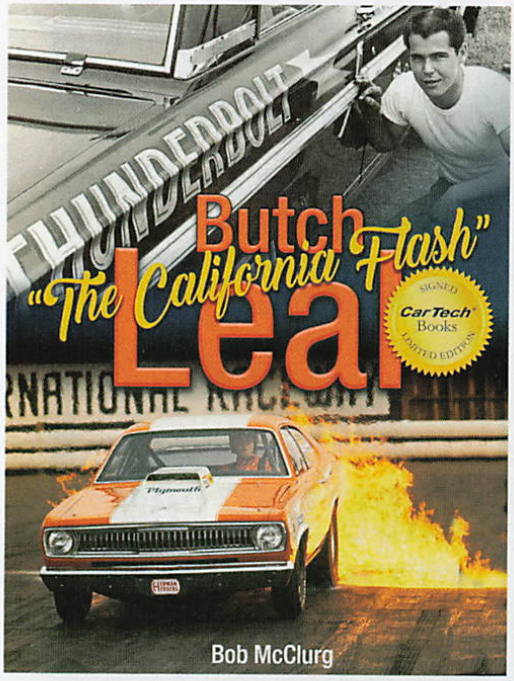

MINNEAPOLIS, MN—Born and raised in central California, Larry "Butch" Leal was obsessed with cars from a very earlyage. What began with field cars turned into hard work and new Chevrolets. This took place when the golden era of dragracing was in its infancy, and Leal joined with enthusiasm. He performed well at the track with his early Chevys and had animpressive number of wins before he was out of high school. His success brought him plenty of attention and collaborationwith other big names in the sport.

In 1963, GM pulled out of the sport on an official basis. As a result, Butch (at age 19) teamed up with Mickey Thompson andjoined the Ford camp, securing a ride with the factory team and its new Thunderbolts for 1964. After his success that sea-son, including winning the Super Stock (S/S) class at the 1964NHRA US Nationals in Indianapolis, Chrysler came calling,and Butch signed on to race the new altered-wheelbase cars in match races for 1965, as the NHRA did not have a class forthese new "funny" looking cars. While Leal dabbled again with Ford and Chevrolet later, his relationship with Chrysler lastedwell into the following decades, running both Funny Cars and Super Stockers.

Penned by talented automotive historian Bob McClurg and featuring full collaboration with the book's subject,Butch "TheCalifornia Flash" Lealcovers the span of his fascinating career during arguably the most interesting era in drag racing history. Butch was an 11-time NHRA champion and 4-time recipient ofCar Craftmagazine's All-Star Driver of the Year award ina career that spanned the 1960s through the 1990s. It's all here, the events, great vintage photography, and the stories fromone of the best storytellers the NHRA has ever known.

Veteran automotive journalist Bob McClurg grew up in 1950s Southern California where he was surrounded by early hot rodculture. McClurg's photojournalism career spans 40 years, writing and shooting for the most influential magazines as well asauthoring books for CarTech. His previous titles includeDiggers, Funnies, Gassers, and Altereds; Yenko; Fire, Nitro, Rub-ber, and Smoke; How to Build Supercharged and Turbocharged Small-Block Fords; How to Install and Tune Nitrous OxideSystems, The Tasca Ford Legacy,and more.

The first 200 copies ordered will be autographed by The California Flash himself. This special offer is available exclusively from CarTech by calling 1-800-551-4754 or by visiting www.cartechbooks.com. This July 2022 release will retail for$39.95 (plus $6.95 shipping and handling for 3 books or less).

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Location: Parker, Colorado
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Engine: 1958 Chevy 348 Tri-power
Transmission: 5 speed manual trans
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Wheels: Crager street pro wheels
Tires: F165/80 R15, R295/50 R16

Owner: Rad Crews
Location: Prescott, Arizona
Year/Make: 1950 Chevy Fleet Line
Engine: 283 SBC
Tranny: 700r4
Rear End: Ford 9 inch axle
Dash: Classic Instruments Speedo combination set into original speedometer housing
Wheels: 15" Steelies w/49 caps & beauty rings
Tires: Toyo 205/75R15 Whitewalls
Paint: Matador Red Mica by Double Z Hot Rods, Dinuba CA

Owner: Scott Carl
Location: Provost, Alberta, Canada
Year/Make: 1927 Ford
Engine: Ford Flathead 239" Offy heads, Isky Cam, Edelbrock 3x2, Msd ignition
Tranny: 1986 Mustang NW 5 spd
Rear End: Halibrand Champ c/w 4.11 gears
Dash: Walnut c/w guitar purfling on edge, mounted on engine turned aluminum back plate
Wheels: 15" Solid Halibrand Clones
Tires: Big & Littles
Paint: Guards Red (Porsche Red)
Exhaust: Lake style homebuilt headers c/w Super Trapp baffles

Owner: Yngve and Jane Eriksson
Location: San Jose, California
Year/Make: 1953 F100 Ford pickup
Engine: 302 Ford Mustang
Transmission: AOD transmission
Rear End: Notched Ford Explorer rear read
Dash: Stock with Stewart Werner gauges
Wheels: 20" polished Specialties
Tires: Firestone big n' littles
Paint: Home Depo Rattle can Apple red

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